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PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomachs and  
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Per doz. quarts... \$7.25  
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# Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.  
**JOSEPH  
GILLOTT'S  
PENS.**  
Of Highest Quality, and having  
Greatest Durability are there-  
fore CHEAPEST.  
The Only Award Chicago, 1893  
[91a]

No. 14,506 號陸零百伍千肆萬壹第 日式廿月捌年十叁緒光 HONGKONG, SATURDAY, OCTOBER 1st, 1904. 陸拜禮 號壹月十年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

## WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.

**A. S. WATSON & CO.  
LIMITED,**  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a1381]

## LANE, CRAWFORD & CO.

Have been appointed

SOLE AGENTS

FOR THE  
OLD  
BLEND  
WHISKY.

The Brand of the

OLD

COACHING DAYS

Price Per 1 Doz. Bot. \$14.00

" 1 " Flasks 8.00

" 1 " " 5.00

" 2 Gallon Jar 14.00

[a2183]

**CUTLER, PALMER  
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From \$11.00 PER DOZEN

Net

**"SPECIAL BLEND" WHISKY**

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Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a48]

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**WING SUN & CO.,**

No. 54, QUEEN'S ROAD CENTRAL

(Premises Formerly Occupied by Messrs.

C. J. Gaupp & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,  
SHIRT & BEBECHES MAKERS.**  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing:—Latest Flannel Suits,  
New Stock of Ties, Straw Hats, Felt Hats,  
Panamas, Boots and Shoes, &c., &c., &c.  
Inspection Invited.  
Hongkong, 5th August, 1904. [1912]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00 per Cask ex Factory.

Bags of 250 lbs. net \$3.20 per bag ex Factory.

**SHEWAN, TOMES & CO.,**

General Managers.

Hongkong, 1st September, 1904. [a1451]

NOTICE TO SHIPPERS.

**THE NIPPON YUSEN KAISHA** are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE,  
as hitherto, by the steamers of the NORTHERN  
PACIFIC S.S. CO., EASTERN STEAMSHIP  
and TOWNEAT CO'S OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.  
For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.  
**A. S. MIHARA,**  
Manager.  
Hongkong, 20th May, 1904. [2265]

**THE AMERICAN SYSTEM**

**DENTISTRY**  
DE. M. H. CHAUN.  
37, DES VUEX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [2161]

## E. C. WILKS & CO.,

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

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SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,

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Agents for H. W. JOHN'S ASBESTOS GOODS.

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[a1153]

Hongkong, 24th August, 1904.

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

## LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs. Ah Chee).

[a38]

Hongkong, 15th August, 1904.

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITÄTS ACTIEN GESELLSCHAFT FORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a5]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

**C.P. & Co.'s INVALIDS' PORT**

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

**ANOTHER FINE COGNAC, \$18.50 per doz.**

Less old than the above.

**DOURO PORT,**

\$15.00 PER DOZ.

A fine, full, and fruity wine.

**IMPERIAL BRANDY**

\$12.00 PER CASE.

**AMOROSO SHERRY,**

\$20 PER DOZ.

**THE ELITE OF WHISKY—**

**THE "PALL MAIL,"**

\$21 PER DOZ.

**LA TORRE SHERRY,**

\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.** [a45]



We have Just Landed a Few Cases of Champagne in QUARTER  
Bottles suitable for invalids.

**LANSON VIN. 1898.**

Price.....\$15 Per Dozen.

Telephone No. 75.

**CALDBECK, MACGREGOR & CO.**

WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Hongkong, 20th September, 1904. [a35]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

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Electricity in the Service of Man... \$9.00

The Man Recovered... 4.60

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Chinese Characteristics, by Smith... 4.50

Village Life in China... 4.50

Stanley Gibbons' Stamp Catalogue...

British... 1.50

Foreign... 1.50

The Vangu. rd: a Tale of Korea... 3.50

The Light of Asia, by Arnold... 1.50

Tennyson's Poems, bound in Lamb-skin... 3.00

Wordworth's Poems, bound in Lamb-skin... 3.00

Lauder's Shorter Works, bound in Lamb-skin... 3.00

Shakespeare's Poems and Songs, Lamb-skin... 2.20

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Every Man His Own Lawyer... 5.25

War Ships: a Text Book, by Attwood... 9.00

JUST RECEIVED.

Stock of COLOURED PASTELS—CARTOON.

HEADS, THE AMERICAN GIRL, A DAY'S

SHOOTING, THE SEASONS, Pictures

by Harrison Fisher. WILD ANIMALS.

DATING STAMPS, Great Variety.

THE YANKEE STYLE PEN.

BRASS FRAMES AND COPPER FRAMES,

Various Sizes.

SETS OF BADMINTON.

EGYPTIAN CIGARETTES [a33]

## TIRED WHEN YOU GET UP?

Do you get out of bed in the morning feeling "all played out," dull headache, no appetite, no energy?

**WATKINS' IRON TONIC**

A simple tonic that will make all the difference in the world in the way you feel. It will stimulate your liver, tone up your system, give you an appetite. You need only take it a short time before you will get up in the morning with a clear head, a pure sweet breath, and feeling like work.

## WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING. [a37]

## LANE, CRAWFORD & CO.

MUSIC DEPARTMENT.

The FINEST ENGLISH and FOREIGN MADE PIANOS are those of

BROADWOOD & SONS.

BRINSMEAD & SONS.

COLLARD & COLLARD.

CHALLEN & SONS.

ALLISON & CO.

DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—

**LANE, CRAWFORD & CO.**

Hongkong, 23rd September, 1904. [34a]

## PO CHEUNG & CO.

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460. [a1708]

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NEERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

**EDM. JOHANNSEN or SIEMSEN & CO.** [a55a]

**THE CLIFFORD-WILKINSON**

**TANSAN MINERAL**

**WATER CO., LD.**

(To be incorporated under the Companies Ordinance of Hongkong 1905 to 1909.)

CAPITAL.....\$500,000 Yen

in 5000 Shares of Yen 100 each.

For Prospectus, apply to

THE CHARTERED BANK OF INDIA, AUSTRALIA

AND CHINA; and

THE INTERNATIONAL BANKING CORPORATION,

or their Correspondents.

Subscription lists are open for twenty days.

Hongkong, 22nd September, 1904. [2281]

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FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2276]

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**HOTELS,**

8 & 10, ICE HOUSE ROAD.

**FIRST-CLASS PRIVATE HOTELS.**

Cool Rooms, Elaborately Furnished. Com-

fort of Residents and the Cuisine especially.

Special Rates for Monthly Boarders.

For terms apply—

**B. F. HOWARD,**

Manager.

Hongkong, 24th September, 1904. [1621]

**CONNAUGHT HOUSE.**

A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

**MANAGER.**

Hongkong, 31st October, 1902. [a44]

**MACAO**

AND

**CANTON**

**HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong will be found interesting and

enjoyable

**WM. FARMER,**

Proprietor.

[2106]

## ITALIAN VERMOUTH

The only Reliable Brand is

**MARTINI ROSSI**

SUCCESSORS

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## INSURANCE

THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

AMONG others are the following:

- (1) Immediate acceptance and issue of Policy No provisional acceptance or reference to Head Office.
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[a1612—5]

## HOTELS.

## HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for</



## INTIMATION

### A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,  
PERFUMERS, &c.

RECOMMENDED

## WATSON'S PRICKLY HEAT LOTION.

A reliable and efficacious remedy.

## WATSON'S HOUSEHOLD AMMONIA.

For the Bath, Toilet and Household.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

## WATSON'S CARBOLIC SOAPS.

Recommended by the Medical Profession.

## THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

[31]

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous or signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes: A.B.C. 5th Ed.  
Lieber's  
P.O. Box 33. Telephone No. 12

**BIRTH.**  
At No. 8, Yamamoto-dori, 2-chome, Kobe, the wife of Captain A. E. Mosses, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, OCTOBER 1st, 1904.

WE may congratulate the Hon. ROBERT SHEWAN on the ability which marked his criticism of the Colonial Estimates at the meeting of the Legislative Council on Thursday, but at the same time express our regret that he should have treated nearly every point with a flippancy which might be suited to a debating club, but scarcely accords with the dignity of a Legislative Assembly. Mr. SHEWAN has it in his power to be of great service to the Colony in the position in which he has been placed by the Chamber of Commerce, but it scarcely needs to be said that if Mr. SHEWAN wishes to make that influence felt he must abandon his flippancy and treat public questions in a more serious and dignified manner. With most of his criticisms of the Budget we are more or less in agreement. Everybody, for instance, must recognise the amazing want of prescience which has been shown by the administration in the past with regard to the development of Hongkong, and it is well to constantly urge upon our legislators the necessity of looking into the future and making more allowance than has been done hitherto for the growth of this great port, which we may safely say has not yet by a long distance reached the limits of its possibilities.

With regard to the public works now in progress, it is impossible to make any weighty or fair criticism of the New Law Courts, and, as His Excellency the GOVERNOR rightly remarked, it would be better to defer criticism until the building is completed, or at least in a more advanced stage than it is at present. We do hope, however, that Mr. SHEWAN's remarks

about pushing on with the work will be taken to heart, and we have faith that they will be, for His Excellency the GOVERNOR appears to be fully cognisant of the need of the building. The comments made concerning the deforestation commenced by the head of the Botanical Department—a new departure which has hardly been satisfactorily disavowed by the Government—were very much to the point, though, we say again, we think Mr. SHEWAN's remarks would have been better appreciated had they been less flippancy. We must trust, however, to the Government's assurance that only a "thinning" of the forests will be effected and not their destruction. The idea of attempting to create a revenue from this source cannot be too strongly denounced, and we regard it as most unfortunate that the COLONIAL SECRETARY should ever for one moment have been induced to entertain such an idea. Coming to the references to expenditure on precautions against plague, figuring in the Budget at nearly half a million dollars, we could wish that the COLONIAL SECRETARY had a better defence to offer. "It seems a subject for reflection," said Mr. SHEWAN, "that in spite of our 'expenditure and precautions and our 'boasted Western medical science, the 'plague should run its course here just 'exactly as it does, neither sooner nor later, 'in Canton, where nothing is done to 'con-'tend with it." Neither Mr. SHEWAN nor any other public man would be prepared to advocate a cessation of our precautions in the belief that we should suffer no more than if we continued with them; but we cannot say in the light of past experience that the reply of the COLONIAL SECRETARY conveys an assurance that we are getting value for our expenditure under this heading. We may be; no man can convincingly demonstrate that we are not, but all Mr. MAX could tell us was that his information and the information of the Sanitary Board was to the effect that during the current year Hongkong has been conspicuous by its freedom from plague with plague all round it. We may remind the COLONIAL SECRETARY that there have been years when Hongkong has enjoyed even greater freedom from plague than it has this year, but he would be a bold man who would say the immunity we enjoyed in 1895 and 1897, and again in 1902, was directly attributable to the sanitary measures we adopted. Whether plague has been more or less prevalent in Canton this year than in other years we do not know. It forms no subject of report either to the local or the imperial authorities or to foreign governments, and the only statistical data that we have about the extent of the ravages of plague in Canton are the estimates of an American Missionary who after gathering information as to the number of coffins which passed through the city gates in 1896 and 1898 calculated that the mortality from plague in each of those years was somewhere in the neighbourhood of 40,000. If similar statistics are still collected it would be possible to form some idea of the relative prevalence of plague in Hongkong and Canton in any given year. What we should like to know is not whether plague has raged very severely in Canton, this year, but whether it has raged to a greater or less extent than last year. The inadequacy of the COLONIAL SECRETARY's reply will be obvious on a study of the following returns of plague mortality in Hongkong since 1894:—

Year.	Deaths.	Year.	Deaths.
1894.....	2,485	1900.....	1,085
1895.....	36	1901.....	1,437
1896.....	1,204	1902.....	540
1897.....	19	1903.....	1,400
1898.....	1,325	1904.....	500
1899.....	1,487		

A study of these returns does not tend to inspire us with confidence in the efficacy of the measures we adopt at great cost to the Colony to prevent a recurrence of these epidemics, but we find some consolation in the thought that but for the stringent sanitary measures we have adopted the infection would have strengthened its hold on the Colony and the yearly mortality be much greater than is actually the case. We cannot for a moment think of following the example of Canton in doing nothing to contend against the scourge, and so for the present the only criticism of the item of plague expenditure that might with any profit be made is with regard to details, as for instance, whether it is worth while paying medical men to do what is practically the work of senior sanitary inspectors.

There are just one or two other points in the speech of Mr. SHEWAN which call for brief comment. *Aprons* the hon. member's references to Pedder's Wharf and Blake Pier, it seems to us that they would have been more opportune at the time the

change in nomenclature was made. It is too late, two or three years after the event, to begin to criticise, and in any case we cannot consider Mr. SHEWAN's remarks on the subject in good taste. The change of name might even be defended on the ground that the wharf was a wholly different one and placed in a different position at the end of a reclamation that did not exist when Pedder's Wharf was destroyed. We would fain add the hope that we have now heard the last of the differences between Mr. SHEWAN and Sir HENRY BLAKE. We think the correspondence that appeared in London papers from both was much to be regretted, for it reflected no credit on either, Sir HENRY BLAKE's last letter in particular being a most unfortunate indiscretion which ought never to have been penned by a high Government official, no matter what the provocation may have been.

The German gunboat *Ilia* arrived from Pakhoi yesterday.

They are building a fine new market at Seremban, according to the *Perak Pioneer*.

H.M.S. *Rozario*, sloop, has returned from Mrs. Bay. She brought two rafts in tow.

On page 3 there is an original humorous sketch by a Tientsin lady; also, the weekly share report.

Mining in Siam is practically confined to tin, gem (sapphires and rubies), and gold; their relative importance being in the order given.

A Paris journal publishes a despatch from St. Petersburg stating that General Kuropatkin will evacuate Mukden and withdraw to Tahlung.

Mr. M. S. E. Angullia, the head of one of the largest native firms of general merchants and commission agents in Singapore, died on September 20th.

The *Teser* has put a million roubles into the bank for his infant son, to give him a sort of start in life. *Vanity Fair* says the clerk of the bank refer to the sum as "The Fresh Hair Fund."

The following advertisement recently appeared in the *Church Times*:—A Woman, 37, who loves the truth and hates oppressors, seeks situation as General Servant with bachelor clergyman.—Address &c.

Tokyo papers report that a telegraphic message from the Kaiser was received on Sept. 9th by the Japanese Court, and that the Emperor of Japan replied on the following day. The contents of these telegrams were not issued for publication.

The following Volunteer promotions have been notified: Corporal H. A. Lammett to be sergeant; Corporal H. Gidley to be sergeant; Bombardier A. McKirdy to be corporal; Gunners S. Gidley and T. Grimshaw to be bombardiers.

The "t.f." at the end of the following jest from the *Japan Advertiser* is good. Need we explain that the letters sometimes follow advertisements which are to appear till further notice? "Great news to-day. Port Arthur will fall at 7.25 a.m. to-morrow." t.f.

Volunteers newly joined at Hongkong are Messrs. V. Sorby, E. Pellow, J. H. Penfold, J. Marshall, H. F. Pearson, F. C. Hurley, V. Watson, J. H. Burdington, S. Kelly, W. F. Cullen, and J. Ross. Gunners E. G. Smith and P. Jameson have resigned.

About the middle of next month there will be published a new book by Mr. J. Dyer Ball, of the Supreme Court, entitled "Macao, the Holy City, the Gem of the Orient Earth." Mr. Dyer Ball's ability to deal with such a subject does not require to be enlarged upon.

We learn that Mr. C. C. Clarkson, Assistant Examiner in the Imperial Maritime Customs at Amoy, has been promoted to Boat Officer and transferred to Canton. Mr. Clarkson was for several years in the Kowloon Customs and was very popular among his colleagues.

The Rangoon Municipal Committee, in accordance with the Indian Tramways Act, has given its consent to the construction of an electric tramway within the Municipal limits, by Messrs. Darwood and Co., contractors for lighting Rangoon with electricity.

Mad dogs are one disagreeable feature of life at Bangkok. Several cases of hydrophobia are reported. Early this month Mr. E. G. Macfarlane, of the Bombay Burma Trading Corporation, was bitten there by his own dog. He has gone to Saigon for the Pasteur treatment.

A planter writing in the *Times of Ceylon* (from the Kaptigalla estate) mentions that his original method of tapping rubber trees produces 95 per cent. of first quality, and only five per cent. of "serap" rubber. There are many methods, but we should like to have this excellent one described.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—  
March....."Field Service".....Ord Humo  
Overture....."Hayden".....Auber  
Selection....."Reminiscences of Laurence Kelly".....Godfrey  
Cornet Solo....."Good-bye".....Tosti  
Selection....."Wee-wee".....Knowles  
Waltz....."Premier Printemps".....Morgis  
Dance....."Hungarian".....

We would like to direct the attention of the Public Works Department to the considerable damage which has been done to the iron railing at the top of the incline in Colindale Road. A trolley has apparently been allowed to run against the railing, and a length of several feet has been smashed at a point where a protecting rail is badly needed.

A Korean named Riyukio, who returned from Russia on the 5th Sept., has been received in audience by the Korean Emperor, to whom he delivered a secret message from the Russian Government. It is said that the communication is of a kind to considerably retard the carrying out of a progressive programme in Korea.

In consequence of a misunderstanding with the military authorities, says the *Moscow* correspondent at the front, the correspondents of the *Times*, *Daily Telegraph*, and other leading papers, left the Japanese Army for Peking or Tientsin, before the engagement at Liaoyang took place. When starting, they are said to have intimated their intention of having their revenge. At any rate I have to record with great regret that the fiction gave rise to a feeling of much animosity between the correspondents and the authorities.

The Hon. W. T. Taylor, C.M.G., Colonial Secretary of the Straits, has become plain Mr. Taylor on assuming the appointment of Resident-General F.M.S. Another opportunity surely presents itself now for altering the form of address for His Majesty's representative in the Malay States. It has been urged that he should be styled "His Excellency," and we can see no good reason why he should not. And, would it be too much to ask that the prefix "Honourable" be conferred on members of the States' Councils?—*Perak Pioneer*.

It is reported, says the *Straits Times*, that the Selangor Club has raised the question of the donations for the expense of the cricket team to represent the colony and F.M.S. in the match against Hongkong and the Straits. The Chairman, Captain Talbot, stated that the Club had been approached for the reason that no member should weaken the team by not being able to play owing to pecuniary reasons. Those who could afford it would pay their own expenses no doubt. The public would help greatly by contributing, for only in case of extreme necessity would the money be used.

Among the votes passed in the Estimates for 1905 is the sum of \$13,000 for adding an additional storey to the Central Police Station. This work has now been in the hands of the P.W.D. for a considerable time. The scaffolding was erected long ago, and it was rumoured that the cause of the delay in pushing on operations was that it had been discovered that the walls were not capable of carrying another storey. There appears to have been no truth in the story, however, for the roof is now being taken off and the work of heightening the walls will be set about in due course.

The attention of a group of Europeans was drawn yesterday morning in Queen's Road to a case of unnecessary force being used towards a police prisoner. A burly Indian constable had a puny boy in custody—apparently on a charge of illicit lawing, for the boy carried a can of peanuts in one hand. Not content with holding the boy by the queue in the usual way, the constable had his fingers twisted into it right up to the roots of the hair, so that at every step the little fellow winced. The Indian policemen ought to be cautioned against the employment of unnecessary harshness in their treatment of prisoners.

There is a good deal of discontent being expressed among the Indian and Chinese police who are at present stationed in the matched quarters near the Hongkong Club pending the extension of the Central Station. Before going on duty, on the low levels most of them, they have to climb up to the Central and attend parade; and on completing their patrols they have again to return to the Central to report themselves off, thus adding considerably to the time they are on duty. This difficulty could be easily met, surely, by having an inspector or a sergeant at the matched to give the men their instructions for the day and to take their reports when they "knock off."

Here are a few words, from the *Penang Gazette*, "touching the liberal and democratic tendencies which pervade the whole of Chinese life. There is absolute liberty of movement throughout the whole Chinese empire. Any man of ordinary respectability may depend upon the assistance and sympathy of his compatriots wherever he may find himself. Every man is as good as his neighbour in China. Any peasant lad, shop-boy, or labourer who chooses to study may rise to be a Viceroy; that is—absence of 'birth' alone will not disqualify or discredit, and—birth alone brings no privilege. There is absolutely no caste feeling. To be a merchant is the same as to keep a shop." Our Penang confere has evidently never asked his "boy" to do "coolie pidgin."

The *Asahi* says that Mr. Francis McCallagh, who was for some time connected with the *Japan Times*, and afterwards edited a Russian paper in Port Arthur, was slightly wounded during the fighting at Liaoyang. The *Asahi's* Chefoo correspondent states, on the authority of an English war correspondent, that during the first three days fighting at Liaoyang, the foreign war correspondents with the Russian Army were allowed by General Kuropatkin to remain in the firing line. In addition, three of them were granted the privilege of inspecting the engagement from a balloon, at which the Japanese troops fired, with the result that Mr. McCallagh, who was representing the *New York Herald*, had his fingers wounded.

## TELEGRAMS.

[REUTER'S SERVICE.]

### GREAT BRITAIN, RUSSIA AND TIBET.

LONDON, 28th September.

Reuter's St. Petersburg correspondent wires that it is understood that the Ambassador, Count Benckendorff, made friendly representations to the British Government regarding an alleged discrepancy in the draft Tibet treaty previous to the recent British assurance.

### FIGHT WITH PIRATES AT NEWCHWANG.

The Japanese harbour launch *Pilot*, in search of pirates who infest the approaches to the harbour of Newchwang, recently came across eight boats in the vicinity of Woo-tai-tan. Upon the launch approaching them it was fired upon by armed robbers from the boats. The occupants of the launch returned the fire, wounding several of the robbers. Fortunately no one was hurt on the launch, but the hull, wheel-house, engine-room, skylight and deck fittings generally were riddled with bullets. The bullet used proved the weapons to be Mauser rifles and gungalls. The launch with Japanese gendarmes has left again for the locality, which is in the neighbourhood where Mr. Etzel, *Daily Telegraph* correspondent, met his doom. The only steamers in harbour are men-of-war and Japanese transports.

### A PLUCKY RICKSHA-PULLER.

Yesterday forenoon the adults on board a passenger sampan lying alongside Blake Pier came ashore, leaving on board as sole occupant a child just able to crawl about the deck. Left to itself, the infant started out on an exploring voyage all over the boat, and ended up by tumbling into the sea. There were many sampan lying round about, but as is customary in such cases, the people in them paid no heed to the cries of the drowning child. It so happened that a ricksha-coolie was passing along the Praya with his vehicle, containing a European fare; when he saw the little fellow's plight he immediately dropped the ricksha shafts and sprang into the sea to the rescue. Swimming out, he got hold of the child and was successful in getting it on board the sampan again, greatly to the relief of the parents, who by this time had arrived on the scene. Police Sergeant Caygill, who was on duty in the district, on hearing the particulars of the case reported the matter at the Central Station and recommended the coolie for a reward for his plucky conduct.

### HOW A JAPANESE FACED DEATH.

The daughters of the late Mr. Shozo Yokokawa, one of the two Japanese shot a few months ago by the Russian authorities at Kharbin, recently received the following letter written by their father on the eve of his execution:—

Kharbin, Manchuria,

April 20, 1904.

"Dear Daughters,  
Your father, having arrived in Russian territory by the order of His Majesty the Emperor, was arrested by Russian soldiers on April 11, and is now to be shot by their hands. This fate has been decreed by Heaven. I wish you health and trust, you will be able to contribute to the welfare of our country. I have nothing more to say on the eve of my death. Will you give my love to your mother and best regards to Mr. Tomiya?—Yours, etc.,  
SHOZO YOKOKAWA.

"To Miss RITSUKO.  
"To Miss YUKO.  
P.S.—I enclose herewith a draft of 500 taels on a Chinese bank at Peking. You will find how to cash the draft by asking the advice of Messrs. Keijiro Inouye, Kumano Yamaguchi and others.

"I thought to remit 500 taels with this letter, but I have now given this sum to the Red Cross Society of Russia."

The italicized part has been struck out with a pen. Evidently the deceased changed his mind at the last moment and disposed of the money as stated above. It is reported, however, that the Russian Red Cross Society, being impressed by the heroic end of the gallant Japanese, has sent the money to the bereaved family. Mr. Tomiya Mitamura is the younger brother of Mr. Yokokawa and a student at the Sixth High School, Okayama.—*Japan Times*.

### KOWLOON BOWLING CLUB.

The following are the results of the semi-finals in connection with the club championship and the president's and vice-president's cups, played on the green at Kowloon:—

**CLUB CHAMPIONSHIP.**  
*Semi-Final.*  
J. Macdonald (21) beat Wm. Deas (8)  
J.M. Henderson (21) " T.W. Robertson (14)  
**PRESIDENT'S.**  
*Semi-Final.*  
J. Galt (21) " beat G. K. Harton (8)  
G. Edwards (21) " " D. Gow (6)  
**VICE-PRESIDENT'S.**  
*Semi-Final.*  
J. Galt (21) " beat Wm. Deas (12)  
J. Macdonald (21) " " J.M. Henderson (8)  
The finals will be played to-day, commencing at 3.30 p.m., on the Kowloon Bowling Green. Mrs. Jas. Macdonald will present the prizes.

## THE WAR.

[REUTER'S SERVICE.]

### A WAITING CRUISER.

LONDON, 28th September.

The *Nijni Novgorod* had on board 1,000 troops, of which a portion are reliefs for the garrison at Orel. The cruiser awaits further instructions at Port Said.

Three coal-laden German steamers are at Tenerife awaiting instructions.

### RUSSIAN GENERAL ILL.

LONDON, 28th September.

General Rojdestvensky is ill.

### AN ATTACK THREATENED

LONDON, 28th September.

Reuter's correspondent at Mukden wires that the cavalry outposts report a big movement of Japanese troops west of the railway, threatening an attack; there is no change eastward.

### ENVELOPING.

If an impression prevails among a section of the public that the results of the battle of Liaoyang were not as signal as they should have been, the foolish telegrams of newspaper correspondents are mainly responsible. Thus in the well-informed *N.C. Daily News* of the 7th instant we find this message from Tokyo:—"The Japanese are steadily enveloping Liaoyang. The military fate of the Russians may virtually be settled strategically at any moment. It is believed that the opposing forces are about equal in numbers." We have all heard of the Irishman who, being asked how he dealt with a certain adversary, replied, "Bedad, I surrounded him." A correspondent who speaks of an army "enveloping" another army of equal force ranks with the Irishman. The fact is that to accomplish anything like the annihilation of the Russians at Liaoyang, the Japanese should have had at least seventy or eighty thousand men more than they had. If the Right Army could have despatched seventy thousand fresh troops to undertake a flanking movement, instead of about one-fifth of that number of weary ones, Kuropatkin would not have got off. Why the Japanese did not manage to concentrate an army big enough for a grand coup we do not know. That is another question. But certainly they did splendidly with the army actually available. The Liaoyang victory was a signal feat of arms, but with the conditions that existed it would never have been a Sedan or a Leipzig.—*Japan Mail*.

### SINGAPORE HARBOUR SCHEMES.

This is an extract from the speech of the chairman of the Singapore Chamber of Commerce, delivered on September 22nd:

I venture to say there is no member present, who would not welcome any rational scheme that may ensure a convenient boat harbour to relieve the Singapore River. A strong and influential body of opinion however undoubtedly exists against throwing away millions of dollars on costly harbour works wherein a comparatively small portion of our shipping would derive benefit, and the protection, for which is only required during a few months in the year.

If Mr. Matthews' plans were based on a far-reaching scheme, which would ultimately include the ocean-going steamers, there might be less objection raised, but there is no such intention, as, to use his own words, the enormous expenditure, which would be required for "the provision of effective shelter over an extensive area" even if a "practicable scheme could be devised, would not be justified under any circumstances. We cannot, therefore, that the present scheme is far too elaborate and too costly for the requirements of our local trade. I know there is a tendency to meet any criticism upon the scheme by the assertion that it has been decided by an expert, and that outside criticism is therefore beyond the pale of controversy or discussion. Allow me to make the attitude of the Chamber quite clear in that respect. We do not criticise the scheme on technical grounds. We have no desire to override Mr. Matthews' acknowledged authority as an expert of high standing. We do, however, and can express our judgment that the facilities within the reach of modern engineering science are not unequal to the task of finding an alternative scheme more suitable to the requirements of our port, without the enormous expenditure the fulfilment of Mr. Matthews' plans will entail. Moreover, we believe that instead of waiting 8 to 10 years to overcome the difficulties of the present situation, a modified scheme could be evolved, which within half that period would be attended with a full measure of success.—*Free Press*.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: 11.30 a.m. The barometer has fallen in Mid China and over the northern part of the Eastern Sea, and risen slightly in other directions. The anticyclone remains practically stationary over northern Japan while the low pressure area in the Pacific has moved somewhat to the northward. Gradients are very slight upon the China Coast, and light variable winds will prevail in the Formosa Channel and light E. to S.E. winds in the northern part of the China Sea. Forecast:—Light E. to S.E. winds, cloudy, fair.



## LOCAL SPORT.

Next Wednesday, at 9 p.m., the new Kowloon Cricket Club hold a meeting, in the Seamen's Institute, Kowloon, at which the question of affiliating with the Kowloon Dock Club will be discussed. Kowloon should be able to put forward a very fair eleven, but first of all, of course, the Government will have to be approached with a view of securing a piece of ground to play on. Happy Valley is out of the question for a large number of Kowloon residents. As it is generally understood that a portion of the new King's Park is to be utilised for games, the Club's application will probably be favourably received, though, indeed, they may have to wait till next season for anything better than a practice ground. We may look forward to Hongkong sending a team over to the Peninsula, and vice versa, in the 1905-06 season.

The Hongkong Football Club's Rugby team bids to be a very strong one. There are some new forwards. Chard is captain vice Sandford; and Crofton secretary vice Chard. The success of the season, of course, rests in a great measure with the Fleet, and "the Admiral," according to one of the Club's players, "is very fond of the sea." Nevertheless the Rugby prospects, as always, are better than the Soccer prospects.

The following are the six-a-side football teams:

H. C. Sandford's Team.—H. C. Sandford (capt.), J. Clark, H. E. Rowley, J. P. Jordan, E. Rogers, H. F. Hickman.

A. Boyd's Team.—A. Boyd (capt.) E. Hancock, H. A. Soti, H. C. Sayer, C. H. R. Chesney, A. N. Humphreys.

P. K. Knyvett's Team.—P. K. Knyvett (capt.), H. C. Anstee, W. G. Leckie, L. J. C. Anderson, S. M. Thorne, A. O. Brown.

E. F. Anstee's Team.—E. F. Anstee (capt.), F. H. Kew, A. W. Madford, J. M. Forrester, R. L. Dutton, H. S. Kennett.

H. C. Gray's Team.—H. C. Gray (capt.), G. B. Macdonald, C. Humphreys, C. C. Hickling, Tom Clarke, H. L. Garrett.

W. H. Williams' Team.—W. H. Williams (capt.), R. Macpherson, E. Humphreys, G. C. de Martin, R. Anderson, H. S. Bevan.

N. H. Rutherford's Team.—N. H. Rutherford (capt.), F. C. Hall, H. W. Sayer, J. D. Bateman, A. O. Long, R. E. O. Milman.

H. F. Chard's Team.—H. F. Chard (capt.), J. T. Dixon, P. W. Golding, E. R. Hallifax, K. A. Scandlers, W. W. G. Ross.

The following may act as substitutes:—T. E. Pearce, J. A. F. Bouchier, H. M. Bain, C. A. Brown, A. C. Denman, J. Duncan, R. A. G. Gittins, A. B. Henney, C. B. Hayward, A. Loureiro, E. A. G. May, G. A. Moir, H. H. Taylor, any new members joining after this date, and the last two mentioned players in any of the above teams.

The first matches will be played on the 3rd inst. (Monday).

The idea of the Royal Hongkong Yacht Club in getting up races for cruisers, around the Island, is a good one. It ought to promote good seamanship amongst local yachtsmen.

Just to close the bathing season members of the Y.M.C.A. (European Department) hold aquatic sports this afternoon. They leave Blake Pier, for Lantau Island, at 2 p.m. The programme is as follows:—

Swimming: Quarter-mile.  
Swimming: 100 yards (handicap).  
Diving from spring board.  
Potato race.  
Cock-light in lifebuoys.  
Running on the beach: Quarter-mile.  
Running: 100 yards (handicap).

There may also be a football match on the beach. A meeting at the Y.M.C.A., to discuss athletics, will be held next Tuesday.

In the first race of to-day's gymnastics, the mile-and-a-quarter, Grafton and Peadar are the pick of the bunch. The latter pony in its last few gallops moved in very much its old form. I, for one, expect to see it arrive first, with Grafton close up. In the hurdle race, Glenburn, having only to carry three pounds penalty, should again win. Whether or not Zuffall, with Mr. Johnston's up, will improve on its last performance remains to be seen. The ladies' nomination race is sure to prove amusing. If Mr. Rutherford rides MongOOSE, a very quiet pony, he will have a good chance. In the distance handicap, should the walters have to concede more than a furlong to China ponies, I shall be in favour of the latter. Once more, carrying only 7st. 10lbs., appears to have the best chance. In the Gymkhana Club Challenge Cup, Desert King this time may come in first. I expect, however, to see Little Momo again make a good fight for it. As for the three-furlong flat race, Alarm, Bea Wyvis and Desert King are all sprinters. Desert King may, if he get away well, romp home.

The Craigengower C.C. play their opening cricket match, Captain's Team v. Vice-captain's Team, this afternoon, commencing at 2.30 o'clock.

Those interested in the V.R.C. football team hold a meeting, in the Club gymnasium, next Wednesday, to hear the report of last season's committee, and make arrangements for the ensuing season. This season the football team will be run by the Club, instead of being separate as before.

The V.R.C. Regatta is to be held on the 8th, 9th, and perhaps the 10th of December. The arrangements are much the same as last year, except that this year Canton, Shanghai and Singapore will be invited to compete. Shanghai and Singapore, perhaps, will not be able to send teams, but Canton is sure to do so. A scratch four-oar race is to be held on the 15th inst., for which the five competing teams are practising. Should there be an interport rowing contest, it may be mentioned, the races will probably be four-oar double-scutt and pair-oar. The V.R.C., in that case, may build double scull and pair-oar boats. Gymnasium classes will be shortly started.

OMPAX.

## SUPREME COURT.

Friday, 30th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

A LAST PROMISSORY NOTE.

M. Hoosen sued R. Soonderam for \$50 due on a promissory note.

Plaintiff stated that about the 2nd of June last he borrowed \$100 from Khair Singh of the Opium Farm, with consent of the defendant, to pay off a promissory note for which they were jointly liable and which was signed by him and by the defendant. For this sum of \$100 plaintiff gave a promissory note, signed by him only, to Khair Singh, and the defendant gave plaintiff a promissory note for \$50. The original promissory note was torn up. The reason for redeeming the original promissory note and signing a new one was that the interest they had had to pay was exorbitant. Ever since the signing of the note, the defendant had been paying interest to Khair Singh for \$50. At the end of August plaintiff discovered that he had lost defendant's promissory note for \$50. As soon as possible after his discovery—he believed it was the same day—he informed the defendant of the loss of his promissory note, and the defendant said, "I will not get you into trouble; I will give you a promissory note or an I.O.U." Defendant, however, did not do so, but put him off from time to time. No action was brought on the original promissory note; they borrowed the money to pay it because the interest on it was too high.

The defendant in his evidence deposed that each of them gave a promissory note for \$50. Both these promissory notes were handed over to Khair Singh, and they received from him the original promissory note for \$100. This note was destroyed in his presence in the Hongkong Hotel. His promissory note for \$50 was made out for Khair Singh; he did not see Khair Singh at that time.

Cross-examined by the plaintiff—He gave plaintiff the promissory note for \$50. It was made payable to the bearer. He had been paying interest all the time to Khair Singh for \$50 out of the \$100 promissory note. To his knowledge he owed this sum of \$50 to Khair Singh and not to the defendant. Plaintiff did not tell him that Khair Singh would not have his signature.

Plaintiff, re-examined by the defendant, stated that he did say that Khair Singh would not take his signature at that time.

Khair Singh was next called. He said he did not receive a promissory note from the defendant. He did receive a promissory note for \$100 from the plaintiff, but had not got it in his possession at present; he had forgotten to bring it to the Court.

His Lordship adjourned the case until to-day (Saturday) at noon, and ordered Khair Singh to bring the promissory note for \$100.

## POLICE COURT.

Friday, 30th September.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE).

AN ARTFUL TRICK.

For larceny of a duck from a steamer a Chinaman was sentenced to one month's imprisonment and four hours' stocks. He had chased the bird overboard, and then picked it up.

EXTRADITION CASES.

The case of a Chinaman on a charge of larceny of jewellery from a European was further remanded.

SHARKS' FIN WORKERS' STRIKE.

Six men charged with intimidating the master of No. 25, Sai Un Lane, a sharks' fin workers' establishment, were sentenced to six weeks' hard labour, and six hours' stocks. Some 160 to 170 men from the many sharks' fin shops went to the house in question and intimidated the keeper, making all sorts of threats of what they would do and would not do if he did not raise his men's wages.

## CHURCH SERVICES.

S. JOHN'S CATHEDRAL, HONGKONG.

October 2nd; 18th Sunday after Trinity.  
Holy Communion (7.30 a.m.)  
(Matins 11 a.m.)

Responses—Ferial; Venite—Goss; Psalms—Goss, Tallis, Oakeley and Battishill; Te Deum—Baker in F.; Benedictus—Turle in F.; Hymn—191.

(Holy Communion 12 noon.)  
Kyrie—Garrett in D flat; Hymns—248 and 303.

(Evangelion 5.45 p.m.)  
Responses—Ferial; Psalms—Turle and Philott; Magnificat—Hawes in E; Nunc Dimittis—Weldon in G Minor; Hymns—282, 291, and 219; Vesper Hymn—Ward; Voluntary: Marche Solennelle—Mally; "Evening Prayer"—Smart.

S. PETER'S CHURCH.

Queen's Road West.  
Eighteenth Sunday after Trinity.  
Morning Prayer, 11 a.m.

Venite, Goss; Te Deum, Lewes; Jubilate, Onusley; Hymns, 295, 490, 594, and 210.  
Holy Communion, 12.15.

Evening Prayer.  
Magnificat, Turle; Nunc Dimittis, Jones; Hymns, 524, 556, 589, and 538.

The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards. All the services are free, and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

ASHLEY ROAD HALL, KOWLOON.

No. 6, Ground Floor.  
Services.

Lord's Day, 11 a.m., Breaking Bread.  
Lord's Day, 6.30 p.m., Gospel Meeting.  
Tuesday, 7 p.m., Bible Class.  
Thursday, 7 p.m., General Meeting.  
Saturday, 7 p.m., Prayer Meeting.

## CANTON INSURANCE OFFICE, LTD.

The report for presentation to the shareholders at the twenty-third ordinary general meeting to be held on October 21st reads as follows:—

The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1903.

1903 Account.—The result of the year's working is a credit balance of \$145,494.34, out of which, and with the approval of the shareholders, it is proposed to pay a dividend of 34 per cent. (= \$17 per share), to add \$100,000 to the reserve fund, raising the latter to \$1,400,000, place \$25,000 to the credit of re-insurance fund, and to carry forward the balance of \$150,494.34 to the current year's account.

1904 Account.—To date the working of the office compares favourably with that of the previous year.

## CONSULTING COMMITTEE.

Since the last meeting Mr. J. H. Lewis has resigned his seat. To meet this vacancy Mr. H. P. White was nominated, and his appointment requires the confirmation of shareholders. The present members, the Hon. Sir Paul Chater, C.M.G., Messrs. D. E. Brown, F. Chatland, H. P. White, and E. Shellim, retire, but offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and R. Chatterton Wilcox, and their re-election is recommended.

## JARDINE, MATHESON &amp; CO.

General Agents.

The accounts are as follows:—

## STATEMENT OF ACCOUNT

for the year ending 31st December, 1903.

	LIABILITIES.	ASSETS.
Capital subscribed	\$2,500,000.00	530,000.00
Amount paid-up	530,000.00	1,300,000.00
Reserve fund	1,300,000.00	56,730.01
Re-insurance fund	56,730.01	8,906.00
Outstanding dividends	8,906.00	445,494.34
Balance of working account 1903	445,494.34	
	\$2,311,229.35	\$2,311,229.35

## WORKING ACCOUNT, 1903.

To amount brought forward from last account

To net premium received, less returns and re-insurances

To interest

To transfer fees

By losses and claims paid

By charges, including directors' and auditors' and survey fees, agents' expenses, &c.

By commissions

By exchange

By balance as above

\$1,958,739.32

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## BRITISH AND FOREIGN TRADE AT SINGAPORE.

We extract the following paragraphs from the admirably compiled Report of the Registrar of Imports and Exports, on the trade of Singapore during 1903:—

The trade of the year 1903 cannot be termed satisfactory.

Imports record a fair expansion generally in quantities and values, but exports show an actual dollar decrease.

The rise in import dollar value was over 83 per cent., and in sterling value nearly 124 per cent.

Exports declined in dollar value by about 1 per cent., and increased in sterling value by 2 per cent.

These sterling values are applied to all articles irrespective of country of origin, but the value of goods from silver-currency countries is not affected by fluctuations in sterling exchange to the same extent as articles from a gold country.

In accordance with its expressed intention of giving a fixed sterling value to the dollar, the Government imported a new Straits dollar to take the place of the Mexican and British coin current, and in furtherance of this policy, prohibited its export to places outside the Colony and Federated Malay States, at the same time disallowing the further import of Mexican and British dollars.

The Federated Malay States Government found it necessary during the year to place a duty on tin ore intended to be smelted outside the Colony, an American company having taken steps with the object of exporting the ore to the United States.

The industry was probably considered to be too intimately bound up with the welfare of the Colony and the Federated Malay States, to permit of its subjection to the speculative operations of American trusts.

The effects of American tariffs and Protectionist policy had been sufficiently demonstrated by the action of the United States Government in not only placing a high duty on refined coconut oil from this market, which showed a trade with the United States in 1902 of over \$93,000, and for a portion of 1903, of \$110,000, but of attempting to collect the duty on all previous shipments, the result finally being that the local company was obliged to sell its plant to a firm on the American seaboard.

The two principal features which exercised most influence on trade during the year were the constant fall in the market prices of staple articles of produce, and the fluctuations in exchange.

Out of a total European value of 9.9/10 million dollars representing metals imported, the United Kingdom sent to the value of 6.9/10 million, an increase of 394 per cent. showing large advances in hardware and ironware, machinery, corrugated iron, brassware and especially telegraph materials.

The continent of Europe sent to the value of nearly 2.7/10 million dollars, an increase of over 48 per cent., the absolute increase being close on two million dollars for the United Kingdom, of which telegraph materials contributed over 1/2 million, and about \$870,000 increase for the Continent.

Decreased export values are seen to the United Kingdom by 64 million dollars, or over 10 per cent., while to the United States the value increased by over 33 million dollars, or 94 per cent., and to the continent of Europe by 7/10 million dollars or over 41 per cent.

This unsatisfactory state of affairs is in some attributed to the cheap freights to America, and the free exercise of optional bills of lading to Continental ports at minimum rates, results directly attributable to the operation of the Shipping Ring called the Straits Homeward Conference.

## CROWN AGENTS.

Readers who have followed with interest the efforts that we (the Commercial Intelligence) have made during the greater part of this year to secure an inquiry into the methods adopted by the Crown Agents have doubtless noticed that now considerable public interest, not only in this country but in the Colonies, has been aroused, some of our contemporaries more distinguished for enterprise than discretion have rushed into the arena in order to obtain sensational copy for the dead season. We do not propose, however, to do more than note this excited outburst. Passing to the more serious side of the question, we notice with pleasure that a manufacturer has replied to a defence in the Times of the Crown Agents' system. He points out the absurdity of the contention that if the Crown Agents further opened their lists for competition, the goods supplied would necessarily be unsatisfactory. Practically the whole of the English railway companies advertise for stores, as does the Indian Government. Obviously, then, the Crown Agents might safely follow the same system. At present their method of selecting a few specially favoured firms and of sending them invitations to tender is open to the gravest objections. We will mention two only. In the first place, limited competition means higher prices. In the second place, the selection by the Crown Agents of the parties they think most suitable to tender reveals the grossest ignorance on their part as to the standing and capability of leading British firms.

A manufacturer who does considerable business with the Crown Agents mentioned to us in conversation recently that, though he was frequently asked to tender by them, it was almost always in lines which were not the speciality of his firm, and curiously enough, he was rarely asked to tender in his own special line, though frequently he got the business through another

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

[34]

Hongkong, 8th August, 1904.

The remedy is simple and easy, and the protracted struggle of the authorities against any reform is calculated to give an impression that something more serious is being concealed. However, something has been accomplished. The Senior Crown Agent has been compelled to resign his Directorship of the London Assurance Company, and the Transvaal has been given power to issue tenders locally. In due time we have little doubt that all that we have contended for will be granted, and that the Crown Agents' Office will be administered on lines more in keeping with the spirit of the age. We quite recognise that Mr. Lyttelton may succeed in burking reform during his tenure of office, but we do not think that it will be one of the achievements of his official career to which he will look back with the greatest pride in the years to come.

We are glad to note that the Crown Agents in a contract they have just advertised, have abandoned the objectionable practice of charging a fee for the contract papers, contenting themselves with a deposit returnable on receipt of a tender. Curiously enough, the contract suggesting the awakening of the Crown Agents is for sleepers!—Straits Times.

## REVIEW.

The Cruise of the "Gloria," in verse, together with Songs, Poems, and Dialogues. By "M. P." Hongkong: Kelly & Walsh, 1904.

A NOTABLE book. In "M. P." we obviously have a local author who ought never to have allowed himself to be persuaded to hide behind initials. His modesty, however, is evinced in the preliminary note. "In publishing these lines the Author makes no bid for literary distinction. They are what they are, and may they help to pass away a dull hour." Such diffidence in this "log-rolling" age is to be praised, yet we have not the slightest hesitation in according to "M. P." literary distinction of the most marked description. We can readily conceive that his lines will pass away more than one dull hour.

There are no fewer than three hundred and three stanzas of eight lines each to the poem which gives the volume its title; and a superficial observation suggests a comparison between "M. P." and Lord Byron. Closer study of these eminently interesting verses, however, show that the local writer has one great advantage over the author of "Don Juan." He is not nearly so sequacious in the matter of prosodial laws, and exhibits superior versatility in his manner of alternating iambic tetrameters with dactylics and the amphibrachic forms. Also, it is questionable if Byron ever succeeded in producing so many hypermetrical verses. This, however, is technical, and can scarcely have interest for any but those who like "M. P." have devoted much time to metrical composition. It is when we come to the matter of the verses that the peculiar charm of the local writer's genius becomes strikingly apparent. From the very start, when the raconteur says:

"Some years ago, 'twas Summer time,  
My lazy bones were sprawling . . . .  
The narrative marches without the slightest lapse into dullness. Shipping the crew of the "Gloria," we read:

"Of course, your duties with us  
Will be merely nominal,  
I navigate the ship myself,  
Assisted by my 'Personnel.'  
You'll require some sort of uniform,  
Although you'll not Captain be,  
I murmured, 'I've my Reserve clothes,  
And they cried: "How love-ly."

Here we have in a modern exponent of the art of versification that old-time and almost forgotten poetic subtlety which enabled Edmund Spenser, the pioneer of the golden age of English literature, to perceive the esthetic similarity of sound in such "times as 'night' and 'sweet.'" Further on, "M. P." betrays the influence that his studies in the Decadent school have had upon him. There is a hint of the Parnassian elusiveness in the lines:

"She was rated as the Chaplain,  
Such a favourite with the girls,  
A kind of woman's woman,  
You know the sort I mean."

Flaubert, who was nothing if not a worshipping of sweet sounding words, is credited with the opinion that a beautiful verse meaning nothing is superior to a verse less beautiful meaning something. (Vide Guy de Maupassant's "The Last Days of a Novelist.") Here, in the last stanza of the poem, we have a beautiful verse that is full of meaning. The last stanza of this absorbing poem must be for reasons connected with space, our last quotation. Readers who wish to wile away that dull hour the Author spoke of are recommended to borrow the book at once. They will never regret it. The 303rd stanza of the little piece runs:

Six months later a pretty wedding,  
Took place at Eaton Square;  
Most of our shipmates, "Gloria,"  
Were seen assembled there.  
But of the sweetest women present,  
Beside my dearest Bride,  
"Wa! that dear "Mother-of-her,"  
Now! We call her "Grandma."

There may be readers who will doubt that these lines were from the book, that we have been presumptuous enough to try to improve them. We can assure the doubters, however, that the quotations have been scrupulously transcribed, and the Author is fully entitled to all the credit for every syllable and comma. The last short thematic couplet falls not a whit short in verse-power of any composition of similar class that we have been privileged to read. The trick of expressing much in a single phrase is Henrik Ibsen's, but neither "Rosmersholm" nor "Hedda Gabler" contains anything quite equal to these last. We think that "M. P." would be assured of considerable attention if he were to address a larger public in his own proper person.



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Hongkong, 24th August, 1904. [2150]

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the EAST is now produced in abundance and  
can be supplied in any quantity.  
Hongkong, 26th April, 1904. [11]

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Try one case and you will never want any other  
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A. CHAZALON & CO.,  
Wine Merchants and General Storekeepers,  
6, Queen's Road.  
Hongkong, 22nd August, 1904. [205]

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TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

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PAID-UP CAPITAL... 637,500 0 0  
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Hongkong, 18th June, 1904. [1888]

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Hongkong 28th April, 1904. [1121]

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AGENTS for the above Company, are  
prepared to accept RISKS against FIRE at  
current rates.  
SIEMSEN & CO.  
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE IN-  
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Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [9]

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All descriptions of  
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Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th October, 1899. [174]

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FOR ALL

## SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure  
state of the Blood, FROM WHATEVER CAUSE ARISING,  
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PERMANENTLY.

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Blood  
MixtureS THE FINEST BLOOD PURIFIER  
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It is warranted to cleanse the blood from all  
impurities, from whatever cause arising. For  
SCORFULA, BAD LEGS, BLOTCHES,  
SPOTS, BLACKHEADS, PIMPLES,  
ULCERS, SKIN AND BLOOD  
DISEASES, SORES OF ALL KINDS  
it is a safe and Permanent Remedy.

It is the only real specific for Gout and Rheumatic  
Pains, for it removes the cause from the Blood and  
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NOTE. This mixture is pleasant to the taste  
and warranted free from anything  
injurious to the most delicate constitution of either  
sex, from infancy to old age, and the Proprietors  
solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected  
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TRIED MANY THINGS WITHOUT BENEFIT  
UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48 Bridge Street Row, Chester,  
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ASK FOR  
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and beware of worthless imitations and substitutes

[57]

## TIN-SIN.

[BY A LADY CORRESPONDENT.]

Sho, dis day am a blessed day, an' dat's de  
mostest dat I can say for hit, an' I says dat,  
b'c'z I've heard ob a place dat makes my ole  
heart happy.

Hit's jist sich a place dat Sebe was de mostest  
time wishin' fer. I does wish he wouldn't  
pass on b'fore de adderside, we's would go  
dere fer sho.

He used to allus be sayin' to me,  
"Bi"—dats mysef—"I does wish de good  
Lord would take all ob de sin in dis world, an'  
put hit in a bottle, an' den maybe hit wouldn't  
be gwine round gittin' p'ussions in trouble."

I used to say back to him,  
"If He did dat, wheres de bottle big enuf to  
hole hit?"

Dat was more den I knowed anyting about,  
but to-day I's jist heard about dat place up in  
North China, wheres deys has cotched all ob  
de sin, an' (tinned hit, an' now deys calls hit  
Tin-sin (Tin-sin).

As I's sittin' here by de winder a tinkin'  
about how good dat place must be, now dat  
deys done gone an' tinned up all ob de sin, my de  
eyes gits to waterin', b'c'z de memberlessness  
ob Sebe allus makes dem do dat ting; he was a  
good husband to me, an' he was a good paster to  
his flock dat was in his church.

I's been a thinkin' in my mind about de ting dat  
commed de highest to bein' tinned sin dat Sebe  
an' me ex'posed. Hit was a skeery ting, an'  
de wastest part ob hit was dat de tin was lef  
open, an' hit all hopped out.

Hit was one time winn our little gran'son  
Eben cummed to stay wid us, an' he wint down  
to de branch (stream) dat was 'hind de cabin,  
an' cotched a whole lot ob tadpoles, an' fotched  
dem up to de cabin in an ole tin can, an' put  
dem under me an' Sebe's bed.

Den he wint an' ferretted all about deff, an'  
one night arterwards, he walked up in de  
middle ob de night, an' b'gin to holler out,  
"Gran'paw! gran'paw! gran'paw!"

Me an' Sebe was asleep, but whin we's heard  
dat chile dare on his p'allet hollerin' dat er way  
Sebe jumped up in de bed, an' den out on to de  
flo'.

Dat wasn't de onliest jumpin' dat he did.  
Whin his foots got on de flo' sumtin' cold an'  
chance clumped dem, an' he jumped so high  
dat I tinked de roof was gwine be buttet off  
ob de cabin.

Whin he cummed down on de flo' again, hit  
was on sumtin' dat sed,  
"Squee-ek."

Den he holler out,  
"Hits s'f, Bi, b'fore de Lord Almighty  
cum an' help me, hit's chawin' of my foots."

Den Eben holler out,  
"Gran'mamma, hit's done chawed me in  
pieces."

I was so skeered dat I daron't move, so I  
jist holler out.

"Sebe, you nigger you, is you's a fergettin'  
dats you's a nigger parson, den for what ter  
you's don't b'gin to pray?"

Whin I sed dat he drap down on his knees  
vide de bed, an' b'gin to pray.

"Oh, Lord," says he, "have mercy, on we's  
dees sinful marterly an'—an'—"

Dat was de last ob his prayer dat I  
heard, an' I was jist givine ter holler out amen  
to what he was sayin', whin he bruke off de  
prayin' an' holler out.

"Bi, deys crawlin' up my back."

An' jist dat time I feeled a cold sprinkl'n ob  
litle tings hoppin' all ov'r de bed, an' sum ob  
dem was gwine down my back. I never tuck  
de time to says dat amen, but I jist sprung up  
out ob dat bed, an' lighted in de middle ob de  
flo', an' dat was jist what deys wanted, b'c'z  
deys b'gin to crawl ov'r my foots.

"Sebe," hollers I, "stop yo' prayin' an' stir  
dem ashes fer to start a light, b'c'z yo' wife is  
bein' et up alive."

Eben holler out,  
"Gran'mamma, I's done, an' et up led, but  
I's scratch down up under de kivers."

Sebe, he jist wint on prayin', but I nev'r  
heard nary a word ob what he was sayin'.

About dat time de moon cummed out, an'  
shined in at de cabin winder, an' we's seed dare  
was'n't nuddin' dare at all.

"Sebe," says I, "dare ain't nuddin' in dis  
cabin."

He stopped long enuf to say,  
"Maybe dare ain't Bi, but dare's sumtin' crawlin' ov'r my foot, an' I's gwine ter pray hit  
off."

I got a match, an' sum fat pine, an' struck a  
light in de lathin, an' den we's see what hit  
was.

Hit was dem pesty litle tadpoles, hed turned  
to frogs, an' was hoppin' all ov'r de place. One  
big ole fellow sot dare on Sebe's shoulder, a  
scrutchin' ob his ear, so Eben sed, but I knows  
dat was jist sum ob his talk.

Sebe was mad dat he was gwine ter whip  
Eben, but hit was so funny to me to see dem litle  
critters go hoppin' all ov'r de place like dat,  
dat I jist sot down dare, an' luffed till Sebe  
an' Eben b'gin to laf wid me.

Den we's wint to work to git dem frogs out  
ob de cabin.

I was de niggest ob anyting dat I's has  
ev'r seed dat was tinned sin. De was part ob  
hit was dat hit got out.

I does wonder whure de poisons in Tin-sin  
got de tin big enuf to git de sin in, an' I does  
hope de sin won't be p'ittin' out like dem pesty  
litle frogs did dat night.

I wonders whures deys am a keepin' ob de  
tin, but dare's a heap ob tings dat a ole nigger  
nurse like me wonders at, an' dats a fact.

If Sebe was here we's would sho go see dat  
tin ob sin, however. I's bet watin' ob dis to  
shure p'urpose, dat I's heard ob dat good place  
whure all ob de sin haves been tinned, an' if my  
Missus goes trouble, I does hope dat she will  
trable to dat place, an' bring me long wid her  
to hit.

—Bi, Chow-chow, Chiney.

MAKES THE SKIN  
as SOFT as  
VELVET  
**Parola**  
Removes all  
ROUGHNESS,  
REDNESS, HEAT,  
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KEEPS THE SKIN  
SOFT, SMOOTH, and WHITE  
ALL THE YEAR.  
Delightfully COOLING & REFRESHING  
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F. BLACKHEAD & CO., AGENTS  
Hongkong, 31st July, 1903. [1898]

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly  
share report, dated Hongkong, 30th September,  
1904.—The full reported in our last as having  
set in proved of short duration, and with the  
passing of the Chinese Harvest Moon Festival a  
satisfactory settlement reported from Shang-  
hai, and the completion of our own monthly  
settlement, satisfactorily, we are again able to  
report an active and strong market. Indo-  
China and Sugars still occupy most of the  
attention of operators; a fair general business,  
however, has been transacted during the week  
at steady rates, and the market generally closes  
active and firm.

BANKS.—Hongkong and Shanghai have  
changed hands in fair lots at \$350, closing  
with further small buyers at that rate. The  
London rate has improved to 487. Nationals  
continue in demand at \$39 to \$40 without  
sales.

MARINE INSURANCES.—Unions are enquired  
for at \$605. China Traders have found buyers  
at \$61 and \$62, closing with buyers at the latter  
rate. Canons have been placed at \$240, and  
more shares are wanted at that rate. It has been  
decided subject to the approval of shareholders  
to pay a dividend of 8.7 per share for 1903  
account, to place \$40,000 to reserve, to credit of  
reinsurance fund \$25,000, and to carry forward  
\$104,000. North Chinese and Yangtzes remain  
unchanged and with no business.

Fire Insurances.—Both Hongkongs and  
China have changed hands in important  
lots at quotations.

SHIPPING.—Hongkong, Canton and Macao  
have been the medium of a fair business at  
\$281, and close with further buyers at that rate.  
Indo-Chinese, after further sales at \$124,  
advanced to \$127, only to recede again almost  
immediately to \$124; at time of writing, how-  
ever, the rate is firmer and sales have been  
effected to-day at \$125 and \$126; market closes  
at \$125 buyers. On time shares have changed  
hands in fair lots at \$123 and \$129 for Decem-  
ber, \$129 and \$130 for February, and at \$130  
and \$131 for March. China Manillas have  
ruled neglected at \$26 with no sales. Star  
Ferry is on offer at \$41 old and \$31 new  
with no sales to report. Shell Transporta-  
continue steady at 24 1/2 with sales, and close at 25,  
with probable buyers. Douglasses have declined  
to \$22 ex div, of \$2 paid on the 28th inst.

REFINERIES.—China Sugars have experi-  
enced another big boom, and the rate has risen  
to \$232; a demand both for cash and forward  
has existed all through the week, and cash  
holders have been loth to part with their  
holdings; forward, however, a good business  
has been transacted at from \$220 to \$230 for  
December, \$225 to \$235 for March, and at  
equivalent rates for January, February and  
April; market closes firm at \$232 cash with  
buyers, and probably a higher rate would be  
paid were shares forthcoming.

MINING.—No change or business to report.

DOCKS, WHARVES AND GODOWNS.—Hong-  
kong and Whampoa Docks have ruled some-  
what quieter with small sales at \$225 cash and  
at \$225 for February; at time of writing a  
demand at \$235 exists. Hongkong and Kow-  
loon Wharves have been enquired for in small  
odd lots at \$113 to \$115, but very few shares  
were obtainable, and since the books of the  
Company have closed for transfer of shares in  
connection with the new issue, the demand has  
moderated; shares could, however, be freely  
placed at \$113. New Amoy Docks unchanged.  
Farquhams have been an erratic market, rates  
varying from \$177 to \$193; at time of closing  
a local demand exists at \$191.

LANDS, HOTELS AND BUILDINGS.—Hong-  
kong Lands have declined to \$151 without  
business, and sellers still rule the market.  
West Point has also receded to \$69 with sal-  
lers. Humphreys have found buyers at \$127, and  
more shares are wanted at that rate. Hong-  
kong Hotels remain steady with small sales at  
\$136. Kowloon Lands unchanged and with-  
out business.

COTTON MILLS.—The market continues  
nervously agitated and without any change in rates.

MISCELLANEOUS.—Green Islands continue  
in demand at \$31, and in the absence of shares  
a slightly higher rate would doubtless be paid.  
A. S. Watsons have been placed at \$15 and  
\$14.75, closing with buyers at \$14.50 and sellers  
at \$15, cum new issue. Electric, both old and  
new, are on the market at \$15 and \$9, respec-  
tively without finding buyers; fees are enquired  
for at \$250, and Steam Water Bonts at \$22.  
Light and Powers have changed hands at \$10  
and Watkins at \$9. We have expunged the  
Canton Ice and Cold Storage Company, Limited,  
from our list, as the flotation of the Company  
appars to have failed.

MEMOS.—Union Insurance Society's ordinary  
yearly meeting on 20th October. Transfer  
books close from 10th till 20th October. A. S.  
Watson & Co. transfer books close till 8th  
October. Canton Insurance Office ordinary  
general meeting on 21st October; transfer  
books close from 7th to 21st October.

**ROWLAND'S  
ODONTO  
WHITENS  
THE TEETH.**  
PREVENTS DECAY SWEETENS THE BREATH  
SOLD BY STORES AND CHEMISTS

TONG CHONG WO & CO.  
No 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and  
possess a mild and choice flavour.Inspection courteously invited.  
Hongkong, 26th May, 1904. [133]

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LOTUS,  
Large Size \$5.00 per 100  
Gold Tippee Medium Size  
\$3.75 per 100  
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Large Size \$4.00 per 100  
Medium Size \$4.20

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Large Size \$3.75 per 100  
Medium Size \$3.50  
THABIT,  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE &amp; CO., CONNAUGHT HOUSE.

## ARNHOLD, KARBURG &amp; CO.

LARGE STOCK

OF

LIGHT

RAILWAY

MATERIAL

Hongkong, 1st October, 1904. a333

## JOHN ROBERTS &amp; COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specifica-  
tion, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed  
Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our  
new low set Express Cushions, patent invisible Pocket Plates, best Whipoard Pockets, Six Chalk  
Cups, Superfine West of England Cloth, and patent adjusting toes with lever for leveling g  
complete with the following accessories:—

- |   |  |
|---|--|
| 12 Selected Ash Cues                    | 1 Wall Cue Rack.                               |
| 1 Built Rest with Patent Brass Head.    | 1 Wall Luff Rack.                              |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed.                  |
| 1 Long Butt.                            | 1 Best Billiard Brush.                         |
| 1 Mid Butt.                             | 1 Set "Crystalline" or "Benzoline" Bld. Balls. |
| 1 Billiard Marking Board.               | 1 Box Best Cue Tips, Assorted.                 |
| 1 Dust Cover for Table.                 | 1 Cue Tip Fastener with File.                  |
| Straightedge and Circle.                | 1 Bottle Cue Cement.                           |
| 1 Best Spirit Level.                    | 1 Box Silk Spots.                              |
| 1 Smoothing Iron with Shoes.            | 2 Dozen Best White Chalk.                      |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400  
net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can  
be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [9274—

**Colic,  
Cramps,  
Cholera,  
Diarrhoea, Dysentery,  
Burns, Bruises, Bites  
and Stings can all be  
promptly relieved**

BY  
**PERRY DAVIS' VEGETABLE  
PAIN-EX-  
TILER**

[1516-3]

## JAPAN COALS.

MITSUI BUSSAN KAISHA  
(MITSUI & CO.)

HEAD OFFICE:—1, SUGA-GCHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

## OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sonabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimomoseki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotsu,



## SHIPPING.

**ARRIVALS.**  
**CHANGCHEW**, British str., 1,213, J. Harrison, 30th Sept.—Singapore 23rd Sept. General—Chinese.  
**CHINGTU**, British str., 1,459, J. McD. Howie, 30th Sept.—Kobe and Kanton 26th Sept. General. Butterfield & Swire.  
**HAI TAN**, British steamer, 1,183, Roach, 30th Sept.—Fochow, Amoy and Swatow 27th Sept. General.—Douglas Lapsack & Co.  
**HURON**, British str., 1,611, Walsh, 30th Sept.—Moj 25th Sept. Ballast.—Mitsui Bussan Kaisha.  
**ILTS**, German gunboat, 1,090, Hülsemann, 30th Sept.—Pakhoi 28th Sept.  
**JACOB DIEDERICHSEN**, German str., 623, B. Ohlson, 29th Sept.—Pakhoi 26th Sept. and Hoihow 28th. General.—Jensen & Co.  
**ROSARIO**, British ship, from practice.  
**TAMING**, British str., 1,350, Poonfether, 30th Sept.—Manila 27th Sept. General.—Butterfield & Swire.  
**URUGUAY**, British str., 3,384, J. E. T. Butler, 30th Sept.—Rangoon 17th Sept. and Singapore 23rd. Rice.—J. R. Matheson & Co.

**CLEARANCE.**  
**AT THE HARBOR MASTER'S OFFICE.**  
 30th September.  
**Decatur**, British str., for Vancouver.  
**Hong Bee**, British str., for Amoy.  
**Jala de Negros**, for Manila.  
**Maria Josefa**, German str., for Moji.  
**Queen Elizabeth**, British ship, for Sydney.  
**Sabine Rickmers**, British str., for Saigon.  
**Uruguay**, British str., for Yokohama.  
**Zafiro**, British str., for Manila.

**DEPARTURES.**  
 30th September.  
**FORMOSA**, British str., for London.  
**HORNSTEIN**, German str., for Saigon.  
**HONGKONG**, French str., for Hongkong.  
**ILTS**, German gunboat, for Canton.  
**KANSU**, British str., for Swatow.  
**KWONGSANG**, British str., for Shanghai.

**VESSELS IN DOCK.**  
 30th September.  
**ABERDEEN DOCKS**—*Viking*.  
**KOWLOON DOCKS**—U. S. S. *Pathfinder*, *Kongwan*, *Likin*, *Cherub*, *Kanapoi*, *Albatross*.  
**COSMOPOLITAN DOCK**—*Kohlschlag*.

## VESSELS ON THE BERTH

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
**VIA PORTS AND SUEZ CANAL.**  
**PROPOSED SAILINGS FROM HONGKONG.**  
 1904.  
**"SAGAMI"** ... 3rd Oct.  
**"HINDUSTAN"** ... 10th Oct.  
 For Freight and further information, apply to **DODWELL & CO. LD.**, Agents.  
 Hongkong, 9th August, 1904. 187

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUETOTS—PORTE FRANCAIS.**  
**NOTICE.**  
**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.**  
**ALSO**  
**PORTS OF BRAZIL AND RIVER PLATE.**

ON TUESDAY, the 4th October, 1904, at 1 p.m., the Company's Steamship "AUSTRALIAN," Captain Verdon, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSITMENT.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon only on Monday, the 3rd October. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
**G. DE CHAMPEAUX,** Agent.  
 Hongkong, 21st September, 1904. 12

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
**THE Steamship**  
**"BENGAL."**  
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 8th OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "India," 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 20th November, 1904.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to **E. A. HEWETT,** Superintendent.  
 Hongkong, 26th September, 1904. 1

**HONGKONG-CANTON LINE.**  
**THE British steamship**  
**"YING KING."**  
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The engine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.  
 1st Class ... \$3.00 for Single journey  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
**YUK ON S.S. CO. LD.**  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. 7

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th inst. at Noon
LONDON, AMSTERDAM & ANTWERP	PATROUILLES	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	LYBRES	Brit. str.	Williams	BUTTERFIELD & SWIRE	8th inst.
LONDON, AMSTERDAM & ANTWERP	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 13th inst.
MARSEILLES, &c. via Ports of Call	AUTRELIEN	Fren. str.	Verron	MESSAGERIES MARITIMES	4th inst. at Noon
BREMEN, via Ports of Call	SACHSEN	Ger. str.	R. Feyen	MELCHERS & CO.	12th inst. at Noon
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	3rd inst.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SEGUY	Ger. str.	Forck	HAMBURG-AMERIKA LINIE	15th Nov.
DURBAN, NATAL	COURTFIELD	Brit. str.	J. W. Martin	GIBB, LIVINGSTON & CO.	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	PINGSUEY	Brit. str.	Parker	DODWELL & CO. LD.	About 3rd inst.
NEW YORK, via PORTS & SUEZ CANAL	SAGAMI	Brit. str.	Williams	SHEWAN, TOMES & CO.	About 16th inst.
NEW YORK, via SUEZ CANAL	CLAYBURN	Brit. str.	E. of China	CANADIAN PACIFIC R. CO.	19th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	S. Robinson	CANADIAN PACIFIC R. CO.	12th inst.
VICTORIA (B.C.) & TACOMA via N'SAKI, &c.	SHAWMUT	Brit. str.	Wm. M. Smith	DODWELL & CO. LIMITED	To-day.
PORTLAND, OREGON	DEUCALION	Brit. str.	G. D. Keay	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	NICOMEDIA	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	10th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	A. H. Schaw	BUTTERFIELD & SWIRE	3rd inst.
YOKOHAMA & KOBÉ	YAWATA MARU	Brit. str.	A. E. Mises	GIBB, LIVINGSTON & CO.	15th inst. 11 a.m.
YOKOHAMA & KOBÉ	TATIAN	Brit. str.	G. M. Montford	NIPPON Yusen Kaisha	21st inst. 4 p.m.
CHEFOO & NEWCHWANG	KIKIANG	Brit. str.	Harris	P. & O. S. N. Co.	About 7th inst.
TAMU, via SWATOW & AMOY	M. STURVE	Jap. str.	T. Brandt	BUTTERFIELD & SWIRE	3rd inst.
TAMU, via SWATOW & AMOY	FRITHJOF	Jap. str.	H. H. Halden	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
FOOCHOW, via SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Kornelissen	OSAKA SHOSHEN KAISHA	9th inst. D'light.
AMOI, STRAITS & RANGOON	TRUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	5th inst. D'light.
SWATOW, AMOY & FOOCHOW	PURNEA	Brit. str.	J. B. Pearson	JARDINE, MATHESON & CO.	12th inst. D'light.
CEBU & LLOLO	HAI TAN	Brit. str.	Roach	DOUGLAS LAPSACK & CO.	To-morrow, 10 a.m.
MANILA	KAIFONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	4th inst.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-day, 10 a.m.
MANILA	YUENSANG	Brit. str.	Wheeler	JARDINE, MATHESON & CO.	3rd inst. 4 p.m.
MANILA	RUBI	Brit. str.	E. W. Almond	SHEWAN, TOMES & CO.	8th inst. 10 a.m.
BOMBAY via SINGAPORE & PENANG	TAMING	Brit. str.	Schaw	BUTTERFIELD & SWIRE	4th inst.
SINGAPORE, PENANG & CALCUTTA	AUSTRALIAN	Brit. str.	Beloito	GIBB, LIVINGSTON & CO.	15th inst. Noon.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Ital. str.	A. Stewart	CARLOWITZ & CO.	12th inst. Noon.
JAVA PORTS	C. APCAR	Brit. str.	A. Stewart	DAVID SASSON & CO.	4th inst. 3 p.m.
KUDAT & SANDAKAN	NAMBOANG	Brit. str.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	11th inst. 3 p.m.
	YUENHAI	Dut. str.	S. J. Payne	JAVA-CHINA-JAPAN LINES	Quick despatch.
	MAHARANG	Brit. str.		JARDINE, MATHESON & CO.	7th inst. 4 p.m.

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
 The Company's Steamship  
**"PURNEA."**  
 Captain J. B. Pearson, will be despatched as above on WEDNESDAY, 5th October, at Daylight.  
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.,** Agents.  
 Hongkong, 28th September, 1904. 2326

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)  
**STEAM FOR BOMBAY via SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.  
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)  
**THE Steamship**  
**"CAPRI."**  
 Captain Belsito, will be despatched as above WEDNESDAY, the 12th October, at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to **CARLOWITZ & CO.,** Agents.  
 Hongkong, 29th September, 1904. 4

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at MANILA, FINEO, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.  
**THE Steamship**  
**"AUSTRALIAN."**  
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 a.m.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewards are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents.  
 Hongkong, 30th September, 1904. 2258

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
**THE Steamship**  
**"AUSTRALIAN."**  
 Captain A. H. Schaw, will be despatched as above on SATURDAY, the 15th October, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to **GIBB, LIVINGSTON & CO.,** Agents.  
 Hongkong, 30th September, 1904. 2341

## NATAL LINE OF STEAMERS.

**THE Undersigned GENERAL AGENTS**  
 in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
 For Freight and further particulars, apply to **DODWELL & CO., LIMITED.**  
 General Agents for China and Japan.  
 Hongkong, 4th August, 1897.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat. 1st Oct. 10 a.m.
RUBI	2540	E. W. Almond	Manila	Sat. 5th Oct. 10 a.m.

For Freight or Passage apply to **SHEWAN, TOMES & CO.,** GENERAL MANAGERS.  
 Hongkong, 28th September, 1904. 116

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
**THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.**  
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.  
**SAFETY. SPEED. PUNCTUALITY.**  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
**SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
**R.M.S. "ATHENIAN"** ... 3,882 Tons. ... WEDNESDAY, 12th Oct.  
**R.M.S. "EMPERESS OF CHINA"** ... 6,000 Tons. ... WEDNESDAY, 19th Oct.  
**R.M.S. "TARTAR"** ... 4,425 Tons. ... WEDNESDAY, 2nd Nov.  
**R.M.S. "EMPERESS OF INDIA"** ... 6,000 Tons. ... WEDNESDAY, 16th Nov.  
**R.M.S. "EMPERESS OF JAPAN"** ... 6,000 Tons. ... WEDNESDAY, 14th Dec.  
 Hongkong to London, 1st Class ... via St. Lawrence Bay via New York \$62.  
 Intermediate on Steamers ... \$40.  
 1st Class Rail ... \$42.

**THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS** passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to **D. W. CRADDOCK** Acting General Agent  
 9, Filder Street

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA**  
 VIA  
**MOJI, KOBÉ AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
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**SHAWMUT** ... 9,606 ... W. M. Smith ... Saturday, October 1st  
**TREMONT** ... 9,606 ... T. W. Garlick ... Friday, October 7th  
**LYRA** ... 4,417 ... G. V. Williams ... Thursday, October 20th

† Cargo only.  
**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.**  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 26th September, 1904. 7

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI ... { COROMANDEL ... } About 7th October. { Freight and Passage.  
 LONDON, &c. ... { BENGAL ... } Noon, 8th October. { See Special Advertisement.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... { JATA N. ... } About 13th October. { Freight and Passage.  
 \* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to **E. A. HEWETT,** Superintendent.  
 Hongkong, 30th September, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATE.

**SCANDIA** ... { HAVRE and HAMBURG ... } On 3rd Oct. Freight & Passengers.  
**SUEVIA** ... { HAVRE and HAMBURG ... } On 18th Oct. Freight.  
**BRISGAVIA** ... { HAVRE and HAMBURG ... } On 1st Nov. Freight.  
**SLAVONIA** ... { HAVRE and HAMBURG ... } On 15th Nov. Freight & Passengers.  
**SEGUYA** ... { HAVRE and HAMBURG ... } On 29th Nov. Freight.

For Further Particulars, apply to **HAMBURG-AMERIKA LINIE,** HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**  
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
**N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.**  
**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION**  
 SAILING DATES, 1904.

**PRINZ HEINRICH** ... WEDNESDAY ... 12th October  
**SACHSEN** ... WEDNESDAY ... 26th October  
**ZIETEN** ... WEDNESDAY ... 9th November  
**PRINZESS ALICE** ... WEDNESDAY ... 23rd November  
**PRINZ REGENT LUITPOLD** ... WEDNESDAY ... 7th December  
**BRUSSEN** ... WEDNESDAY ... 21st December  
**PRINZ EDUARD FRIEDRICH** ... WEDNESDAY ... 4th January 1905.  
**PRINZ HEINRICH** ... WEDNESDAY ... 18th October

ON WEDNESDAY, the 12th day of OCTOBER, 1904, at NOON, the Steamship "SACHSEN," Captain H. Feyen, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 11th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th October.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
 Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
 For further Particulars, apply to **MELCHERS & CO., AGENTS.**  
 Hongkong, 28th September, 1904. 5

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR **PORTLAND, OREGON**  
 OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**  
**STEAMSHIP** TONS CAPTAIN TO SAIL ON  
**"NICOMEDIA"** 4,370 Wagner ... October 10th, 1904.  
**"NUMANIA"** 4,370 Wagner ... October 27th, 1904.  
**"ARABIA"** 4,488 Balle ... November 19th, 1904.  
**"ARAGONIA"** 5,198 Schult ... December 15th, 1904.  
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
 Hongkong, 25th August, 1904. 114

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**  
 STEAMERS. LEAVING  
**TAMU, via SWATOW** ... "M. STURVE" ... SUNDAY, 2nd Oct., at Daylight.  
**ANPING, via SWATOW** ... "PROVIDENCE" ... WEDNESDAY, 5th Oct., at Daylight.  
**TAMU, via SWATOW** ... K. KORNELIEN ... SUNDAY, 9th Oct., at Daylight.  
**FOOCHOW, via SWATOW** ... H. A. HAAALDEN ... WEDNESDAY, 12th Oct., at Daylight.  
**AND AMOY** ... A. HANSEN ... Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
 Hongkong, 30th September, 1904. **T. ARIMA, Manager** 115

## NOT RESPONSIBLE FOR DEBTS

**NEITHER** the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
**QUEEN ELIZABETH**, British ship, C. E. Fulton—Standard Oil Co.  
**LYNDHURST**, British 4-m. barque, Farnell—Standard Oil Co.  
**KENTMERE**, British Ship, T. E. Burch—Standard Oil Co.  
**BOURPAKI**, French barque, Jean—Standard Oil Co.  
**E. B. SUTTON**, American barque, Johnson—Order—

## FOR CANTON.

**THE new and fast Twin-Screw Steamer**  
**"SAN CHEUNG."**  
 951 Tons, Captain J. McGinty, will leave for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
**CHEUNG ON STEAMBOAT CO., LD.**  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. 12



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ULYSSES"	On 2nd October.	
GLASGOW and LIVERPOOL	"JASON"	On 14th October.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
* GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 1st October.
	"YANGTZE"	On 1st November.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th September, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHANG	"KIUKIANG"	On 2nd October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIKINS, TOWNSVILLE, BLESSANE, SYDNEY and MELBOURNE	"KAIFONG"	On 4th October.
MANILA	"CHINGTU"	On 3rd October.
YOKOHAMA and KOBE	"TAMING"	On 4th October.
	"TAIYUAN"	On 7th October.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th September, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Monday, 3rd Oct., 4 P.M.
* KUDAT & SANDAKAN	"MAUSANG"	Friday, 7th Oct., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 30th September, 1904.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

STEAMERS	TO SAIL
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain O. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "COURTFIELD," sailing from here on 8th October,  
via CHIN-WAN-TAO (taking Cargo for Durban).

For Freight, apply to

GIBB, LIVINGSTON & CO.,  
AGENTS.

Hongkong, 27th September, 1904.

# AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"CLAUVERBURN"

Captain Parker, will be despatched for the above

port on or about TUESDAY, the 10th October.

For Freight, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 13th September, 1904.

# HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. Anstee, R.N.R.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M., from Macao, on week

Sundays, at 2.30 P.M., and on week days

at about 2 P.M. and on Sunday about 7.30 P.M.

FARE—(week days) 1st Class (including cabin

and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin—which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer takes an Excursion Trip Every

Sunday, and runs only 34 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

# SHIPPING IN PORT.

STEAMERS	TO SAIL
ANDREAS RICKMERS, German str., 1,020, H. Kohn, 18th Sept.—Bangkok 22nd Sept.	
Rico, British str., 900, Scott, 27th Sept.—	
Pho, British str., 900, Scott, 27th Sept.—	
Saigon 22nd Sept. General.—Chinese.	
ATHENIAN, British str., 2,440, S. Robinson, 29th	
Sept.—Vancouver, B.C., 29th August and	
Shanghai 25th September, General.—C. P. H. Co.	
ATTAKA, British str., 140, T. Jones, 29th Sept.	
—Canton 28th September, General.—	
Arnhold, Karberg & Co.	
AUSTRIA, Austrian str., 4,879, R. Calledani,	
27th Sept.—Kobe 12th Sept., General and	
Tobacco.—Sander, Weller & Co.	
AYALA, British str., 2,385, W. Hume, 21st	
September.—New York 29th July, Case	
Oil.—Standard Oil Co.	
BENVENUE, British str., 2,505, R. Kroble, 23rd	
September.—London and Singapore 22nd	
Sept. General.—Gibb, Livingston & Co.	
CAATHERINE APCAR, British str., 1,730, A.	
Stewart, 26th Sept.—Calcutta 10th Sept.	
and Straits 20th, General.—David Sassoon	
& Co.	
CLAVERING, British str., 2,145, Darton, 28th	
September.—Salina Cruz and Moji 18th	
September, Coals.—Chinese.	
DECIWA, German str., 1,791, Schleier, 27th	
September.—Moji 23rd September, Coal.—	
Sander, Weller & Co.	
DEUCALION, British str., 4,475, G. D. Keay,	
28th September.—Singapore 23rd Sept.,	
General.—Butterfield & Swire.	
EMMA LUYKER, German str., 1,110, H. Martens,	
25th Sept.—Tjilatjap, Java 9th Sept.,	
Sugar, Nuts and Oil.—Chinese.	
EMPEROR OF CHINA, British str., 3,046, E.	
Bowman, R.N., 27th Sept.—Vancouver	
21st Sept. and Shanghai 24th, Mails and	
General.—C. P. H. Co.	
HONG BEK, British str., 2,056, Peters, 29th	
Sept.—Singapore 23rd Sept., General.—	
Chinese.	
JOHANN, German str., 952, Iland, 16th Sept.	
—Bangkok 9th September, Rice.—Johnson	
& Co.	
KAIFONG, British str., 1,024, E. Finlayson, 29th	
September.—Hobbs and Cebu 25th Sept.,	
General.—Butterfield & Swire.	
KAMPOT, French str., 900, Nona, 30th Aug.	
—Nouvelang 25th Aug., General.—Brad-	
ley & Co.	
KUANG, British str., 1,228, Harris, 27th	
September.—Singapore 26th Sept., General	
—Butterfield & Swire.	
KOHCHANG, German str., 1,232, C. Gosewisch,	
23rd Sept.—Bangkok 14th Sept., General	
—Butterfield & Swire.	
LILIA, British str., 1,834, E. Morris, 28th Sept.	
—Saigon 23rd Sept., General.—Chinese.	
MARIE JENSEN, German str., 2,247, H.	
Lorenzen, 24th Sept.—Moji 18th Sept.,	
Coal.—H. U. Jeffries.	
MAUSANG, British str., 1,644, S. J. Payne, 24th	
Sept.—Sandakan 18th Sept., Timber.—	
Jardine, Matheson & Co.	
M. STRUY, German str., 906, P. Brandt, 28th	
Sept.—Tamsui 25th Sept., Amoy 26th and	
Saratow 27th, General.—Osaka Shoen	
Kaisha.	
NICOMEDIA, German str., 4,064, A. Wagner,	
26th Sept.—Portland 31st August, Flour.	
—Portland & Asiatic S. S. Co.	
ONDA, British str., 3,304, J. Robertson, 29th	
Sept.—Moji 24th Sept., Coal.—Jardine,	
Matheson & Co.	
PAKING, British str., 2,875, G. Rodway, 23rd	
Sept.—Yokohama via Ports 10th Sept.,	
General.—Nippon Yusen Kaisha.	
PERA, British str., 7,036, Y. Iland, 26th Sept.	
—London and Singapore 20th September,	
General.—P. & O. S. N. Co.	
RANDER REUNION, British str., 1,327, Thos.	
Wm. Carr, 19th Sept.—Port Louis and	
Mauritius 22nd August, General.—Order.	
SHAWMUT, American str., 9,006, Smith, 22nd	
August.—Tacoma 18th July, General.—	
Dudwell & Co.	
TAISHAN, British str., 1,140, C. D. Jenkins,	
24th Sept.—Sombavy and ports 14th	
September, Sugar.—Bradley & Co.	
VIXING, Norwegian str., 914, Th. O. Danielsen,	
26th Sept.—Bangkok 18th Sept., Rice.—	
Sander, Weller & Co.	
WUHU, British str., 1,227, E. Richards, 25th	
September.—Saigon 21st Sept., Rice and	
Rice-flour.—Butterfield & Swire.	
YCHOH, British str., 1,306, J. H. Brown, 27th	
September.—Yangtze Ports 23rd Sept.,	
General and Rice.—Butterfield & Swire.	
YUENHANG, British str., 1,28, F. Wheeler, 26th	
September.—Manila 23rd Sept., General.—	
Jardine, Matheson & Co.	
ZAFIRO, British str., 1,611, R. Rodger, 26th	
September.—Manila 24th Sept., General.—	
Shewan, Tomes & Co.	

# SAVARESS'S SANDAL CAPSULES

Efficient because absolutely pure  
English Oil. Not made of artificial.  
Full directions. All Chemists.

SAVARESS'S

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all irregularities. Thousands of

ladies keep a box of this medicine. It is a truly divine

remedy. Those who get their menses irregular, or

their menses too early, or too late, or too much, or too

little, or too painful, or too scanty, or too profuse, or

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# DODGE WOOD SPLIT PULLEYS. ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.



Also large Stocks of  
GANDY COTTON BELTING.

SOLE AGENTS,  
LUTGENS EINSTAMANN & CO.,  
HONGKONG.

# BLOOD POISON

We have a New Secret Remedy absolutely  
unknown to the profession. Permanent  
cure in 10 to 30 days. We refund money if  
we do not cure. You can be treated at home  
for the same price with the same guarantee  
as if you came to our office. For many  
years we have been curing patients in every  
country in the world. Our treatment is in  
every sense a home treatment. If you have  
taken mercury or iodine and still have  
sores and pains, numerous patches in mouth,  
sores throat, pimples, copper-colored spots,  
ulcers on any parts of the body, hair or eye-  
brows falling out, it is this secondary blood  
poison we guarantee to cure. We select the  
most delicate cases and challenge the world  
for a case we cannot cure. This disease has  
always baffled the skill of the most eminent  
physicians. For many years we have made  
a specialty of treating this disease with our  
Marble Cure, and we have 600,000 capital  
behind our unconditional guarantee.

WE CURE QUICKLY  
AND PERMANENTLY

Our patients cured years ago by our Great  
Discovery, unknown to the profession, are  
today sound and well, and have healthy  
children since we cured them.

DON'T WASTE YOUR  
TIME AND MONEY

experimenting. We have the only cure.  
Absolute and positive proofs need no  
application. 10-page book FREE. We  
write to you for Catalogue and Special Offer  
for using our medicine for postage.

COOK REMEDY COMPANY,  
511 Masonic Temple, Chicago, Ill., U.S.A.

COOK REMEDY CO.

1904

# RIGAUD'S WHITE VIOLET EXTRACT

This delicate  
perfume  
is persistent as an  
EXTRACT  
for the  
Handkerchief.

The  
Soap  
and  
Toilet  
Powder  
are adopted  
by refined  
society.

RIGAUD & CO.  
PARIS

Each bottle is  
equivalent to  
the perfume of  
10,000  
WHITE VIOLETS

1625-6

THE  
DIRECTOR AND CHRONICLE  
FOR  
CHINA JAPAN, KOREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES,  
BORNEO, &c.

WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the  
ports and cities of the Far East, from North-  
west India to Siberia, in which Europeans reside.  
Not only is the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRI-  
PTION, carefully revised each year, most of  
which will serve as accurate GUIDES FOR THE  
TOURIST, giving every detail in connection with  
the place, their History, Topography, &c., &c.

The information in these Descriptions, con-  
sisting of a hundred interesting articles, packed  
with facts concisely set out, and containing  
statistics of the TRADE of each Country and  
Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fourteen Maps  
and Plans, pp. 1,750, \$10.00. Directory only  
p.p. 1,300, \$6.00.

It is published at the Hongkong Daily Press  
Office.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,  
have now 40,000 Cubic feet of Ice  
Storage available at EAST POINT. Storages will  
be open at 10 A.M. and 4 P.M. daily, Sunday,  
excepted to receive and deliver perishable goods

Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901.

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.  
Hongkong, 3rd October, 1900.

# A WONDERFUL DISCOVERY.

This is the age of research and experiment, when  
all nature, so to speak, is ransacked by the scientific  
for the comfort and happiness of man. Science has  
indeed made giant strides during the past century,  
and among the—by no means least important—  
discoveries of the modern era is that of Therion,  
particulars of which will be found in another  
column. This preparation is unquestionably one  
of the most genuine and reliable of the modern  
ever introduced, and has, we understand, been used  
in the Continental Hospitals by Ricord, Kossan,  
Robert, Yelpeau, Malsoumeau, the well-known  
Chassaignac, and indeed by all those who are  
regarded as authorities in such matters, including  
the celebrated Lallemand, and Roux, by whom it  
was some time since uniformly adopted, and that  
it is worthy the attention of those who require such  
a remedy we think there is no doubt. From the  
time of Aristotle downwards, a potent agent in the  
removal of these diseases has like the famed phi-  
losopher's stone been the object of search of some  
hopeful, generous minds; and far beyond the mere  
power—if such could ever have been discovered—of  
transmuting the base metals into gold is surely  
the discovery of a remedy so potent as to replenish  
the fading energies of the confirmed and in the  
one case, and in the other so effectively, speedily  
and safely to expel from the system without the  
aid, or even the knowledge, of a second party, the  
poisons of acquired or inherited disease in either  
potent form as to leave no taint







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HIS ISLAND PRINCESS.  
FROM THE NOTES OF RUPERT DE LA TOUCHE  
(1825).

W. CLARK RUSSELL.

Author of "The Wreck of the Grosvenor."  
"Overdue," &c.

## CHAPTER XIII.

## MR. COTTON LEAVES THE ISLAND.

In the evening after sundown we brought chairs from the house and sat in the garden, Eulalie beside me, and Mr. Cotton at a distance. He had slept during the afternoon, and thus with him the day had passed, but Eulalie had not retired to her room as was her wont. The swabber's presence in the island frightened her.

A young moon was shining at the back of the house, the land lay dark, the stars were so brilliant this night that the union of their light with that of the moon gave form and substance to things even at a distance, and we three who sat together could behold one another as in a mirror at dawn or even-til. A small wind rustled the leaves, and drove sweet smells in clouds through the atmosphere. The surf was raising a little voice of thunder north-east, but the true music of the night was to be heard in the summer falls of the surf upon the beach, and in the pleasant torrent of the cascade.

"I don't know," says Mr. Cotton, who constantly smoked his pipe, and whose manner had grown more placable as the day advanced, "but that this is an island in which a man would be willing to bring up for life. You've got all you want here, and you get it without money."

"By no means all to one who knows civilisation," said I, who had no intention to humour any inclination he might exhibit to remain.

"No," said he, "You've no tobacco, no wines, nor meat that I can see; places of recreation to help a man to break from the dull routine of his own life; but on the other hand there is no need to work. Nature brings your dinner at your head. She even cooks the most of it for you, and when her art is supplemented by such skill as Mistress La Touche exhibits, a man's gizzard would be in a bad way if he crumbled." He turned his head slowly about and says, "Is this breeze regular of a night here?"

"No," I answered, "I shall want wind if I am to leave," said he, "but if there is any wind enough to blow me out to-morrow I go, and at this hour your island should be far astern. 'Tis a lonesome road for a man to tread, mistress, lonesome I mean to the lonely, but I should be a beast not to do my best to procure your release after your handsome usage of me."

"You'll not find the boat more lonely than this island," said Eulalie.

No doubt he interpreted her ingenuous remark as it was designed, namely that he should be off. But taking no notice, he starts to dip fire into his tinder-box, sucks it into another piped, clothing the air about his head with the white vapour, and he begins to tell us about the adventures of his ship, the "Lady Hobart," representing her indeed as a pirate rather than a letter of marque, that her people were not only with the enemies of Great Britain but with all nations.

Most of the talk was on his side. He had a fair listener, and was prodigiously beautiful, scarce understanding that my wife could not collect the import of a quarter of what he said, nor seeming to reflect that I, who was a sailor, was a hearer as well as Eulalie.

The moon was sinking into the sea when my wife retired, and soon afterwards I told Mr. Cotton I had a mind to turn in and would see him to his room. This room was the chamber I had occupied. I brought an oil lamp from the dining-hall, and then, observing that he was duly provided with a mat, coverlet and pillow, I bade him good-night, he answering as I passed through one of the hanging mats that divided this room from the dining-room, that to-morrow would be a busy day, as he did not mean to start without freighting the boat with a plentiful stock of food and water for his voyage might prove longer than he bargained for; and he also asked me to remind him of his musket and ammunition, as he might have the misfortune to fall in with a canoe full of savages.

I went to my room, that was on the east side of the dining-room, and found Eulalie resting, but not asleep. I was too uneasy to remove my clothes or lie down. I put my wife's dagger in my breast ready to draw, and sat down on the edge of the low bedstead which was our sleeping couch, constructed by one of the Kanaka crew of the schooner, and we conversed in very soft whispers. We were in darkness, but in the dining-room burned the oil-lamp that was always kept alight for the convenience of fire, and the faint glow of the flame lay in the intervals of the hanging mats, which lay as it were well but that by putting your eye to a crevice you could see into the room as good a good part of it.

Had I been asked what I was afraid of I should have found a difficulty in replying. A man of a sullen and scowling aspect was a guest in our house, but outside my conjectures, based on the prejudice bred of his appearance, I had no reason or right to suppose but that he meant to act honourably by us. Nevertheless I was determined to watch, and bade Eulalie sleep till the small hours when I would awaken her to keep guard, and take some rest myself.

And now was I to undergo another miserable term. Twice had this happened, already, once on the ledge in the valley and next in the submarine cave with Eulalie; but the second time which was of a different kind, keeping this night was of a different kind. "Thus the same as standing guard, not only over your life but the life of one precious to you."

The least sound made me strain my ear. If I heard a rustling of leaves in the air through the mats I would think it the hushed and secret tread of the man we had housed. I strove to rally myself by conceiving that he meant well and was sound asleep, and that this time to-morrow he would be out of the island, and that seeing how much I feared him he had as good a right to be afraid of me as I, of him, as the very excess of my terror might carry me to such extremes as taking his life to make sure of him. But this reasoning would not do, and I sat listening in that dark little room, if it could be called with no more to hear than Eulalie's placid respiration and nothing else to see than the glimmering glow of the oil lamp in the dining-room, dwelling in the intervals of the mats which divided the apartments.

Suddenly one of those interstices was darkened by a shadow. I started and stared, thinking my eyes deceived me; but no, the next interstice was darkened in its turn, and a body noiselessly moved inside between the lamp and the mats. I crept to the widest of the crevices in these mats, and through the focus-boat gave a poor illumination. I very plainly saw the figure of Mr. Cotton. He trod with the soundlessness of the cat's footfall. He went to the little chest in which Eulalie's money and the bag of diamonds, and lifted the lid. The key was in the

lock, but the bolt was never shot, for who was to rob us in that island? and I had not thought of locking the chest that night before retiring.

Now was given to me an opportunity and an excuse for rushing upon him and killing him. But my curiosity to see what he meant to do combined with my secret horror of the idea of shedding blood, and I stood watching him in scarce breathing. The gold and silver lay in trays, and the gold crucifix and watch and chain were equally visible. He picked up the bag of diamonds, and took it to the light and I could hear the thin rattling noise they made as he poured some of them into the palm of his hand to see what they were. Having satisfied himself, he replaced the bag, closed the lid and stole noiselessly away, vanishing like a shadow into his ante-room through the mats, and I sat down upon the edge of the bed to breathe and reflect.

What was his intention? One easily saw that he must carry the pirate's eye in his hand to have made a secret note of that chest for examination at midnight. Perhaps he had guessed that some treasure lay there, and he might make a form himself of its value that he might make a claim should he return in a vessel to our rescue. Be this as it might, I was resolved to give him very little chance that day—for it was after midnight—of getting to the chest again. But I made up my mind not to lock it lest he should suspect he had been observed, though I was equally determined to remove the diamonds and carry them on my person whilst he stayed with us, leaving him to form his own conclusions on this head should he again explore the chest if we were out of sight.

The knowing that he was up and about kept me as vigilant as though I held a cocked musket in my hands. I sat with yawning ears, ever ready for the apparition of the shape of this man to part the mats and enter the room, and my hand was never far from the hilt of Eulalie's dagger in my breast. But all remained perfectly quiet until I saw the delicate green of the dawn between the mats.

As I believed a busy day was before me I roused Eulalie, and bade her keep a look-out whilst I slept for a couple of hours. I told her what had passed, and that nothing was to be feared whilst one or the other of us kept awake and on watch. I put her dagger into her hand, saying that she who was not afraid of a shark was not likely to be afraid of Mr. Cotton.

I was so perturbed, however, that on lying down I found I could not sleep, so as the dawn brightened rapidly we dressed ourselves, and then it was that I took the opportunity of stepping into the dining-room and opening the side pocket of the white cloth jacket I wore. Whilst Eulalie was "lighting" her ante-room, I stepped in, unlocked the door with a nod of the head, and a gruff good-morning, and said—

"You rise betimes, I do not wonder you should be so early. This island hath its charms, as I observed last night, but the monotony of the long day of such an exile as this must sit heavy upon the spirits in the morning when your life has to travel from sun to sun, and even after an hour or two of waiting for the cool and the gloom before turning in."

"Yes," says I bluntly. "We shall be glad to get away. Have you been out of doors?"

"No," I now from my mat. "Will there be time, mistress, before you set some of your charming dishes on the table for me to find myself in the river?"

"Plenty," she answered.

His grotesque countenance, ragged with the sea and spoiled by his rolling walk and headless manner, looked at me, but for the fact that his eyes were fixed on me, and other properties of his countenance, which naturally found a very uncommon accentuation in what had passed in the night. He scowled out seawards through one of the open windows, and said, "If as much air moves this evening at sundown, as is now stirring, I shall be off. Anyhow," says he, "after breakfast, with your good leave we will turn to and provision the boat, and let me not forget my musket," says he, frowning at it where it stood.

"And you'll take the victuals they sent you ashore with," said I, with some heartiness, for it is impossible for me to express how his resolution to leave that day rejoiced me, even though it cost us our boat, and out of us so far as she went from the world.

"Oh yes," says he in a sullen voice, "I'll take the stuff, for it keeps, and it can be made to go down with the help of plantains, coconuts and fruit."

He then went away to bathe. When he was gone, and out of hearing, I said to Eulalie—

"He puzzles me to a degree. Why should he explore that chest at midnight as though to rife us, leaving everything as he finds it, when 'tis plain he means to leave the island this evening if there be but enough wind to blow him clear?"

But if I could not divine the rogue, much less could my artless, pretty daughter, who knew nothing of the nature of man outside her father who had been mad, and had therefore offered her a study that could not help her in arriving at correct conclusions in her own case of strangers.

He came back in about an hour, and sat down to the breakfast that awaited him. We were waiting for him, I did not choose to leave the house to catch any. He faced well, however, off our island dishes and, as he ate, talked of the victualing of the boat. He said he had drunk of the water in the river, and found it very sweet, and proposed that we should sling the cork on our shoulders, and carry it down to the boat on our shoulders. I assented. He asked for a small stock of tobacco to cheer his loneliness as he sailed, and I told him he should have some. He seldom looked at Eulalie, but whenever he did his fierce gaze took a glow which was not of the colour of the lightning-rapid glance he directed at common objects. Sure this may have been the suspicion of jealousy, but I am certain his form seemed to lose something of its darkness when his glance, in passing, dwelt on her a moment.

I thought as I watched him, "What must you examine the chest and the diamonds? Little you suppose how nearly you were a dead man." He again talked big when he spoke of his ship and adventures, and being unshaven, looked a very black, sinister devil, of an appearance in strict harmony with his tales, to which Eulalie listened in silence, not unmixed with alarm, and I with a contemptuous incredulity. For despite his swagger and braggadochio and gruff, scowling, heaving air, this was not a man to be afraid of by daylight, but to be feared as a midnight assassin, against whom there were no means of protecting yourself, save by taking his life, or, if incontinently guarding your own, which to be sure would be an intolerable situation to be placed in. Hence, as I did not want to have his blood on my hands, I was passionately eager to see him off, for it must be one or the other since I had no mind to go through such another night as I had passed.

When I thought he had done breakfast I stepped to his musket, and asked if it was charged. He answered it was not.

"What shall we set about first?" said I.

"We'll carry the cork down before the sun grows fiery," he answered.

We found a couple of pieces of timber which would serve us as poles for our shoulders, and took them and a coil of rope to the pool where the cork was sunk, and I bore it to the boat. It contained about fourteen gallons. We

stowed it in the bows of the boat, and he stood watching it awhile to see if it was perfectly tight. We then proceeded to provision the little vessel. This we did by collecting plantains, coconuts, and a quantity of the several fruits which grew in that island, but which I am unable to name; one much resembled our peach, and another a tart, dry pippin. He asked for some fishing lines and hooks which I gave him, there being a store of them in the out-house. Eulalie put a quantity of bread-fruit to roast for him, and this was ready before he was.

What with journeying to the boat, seeing that all was right with her mast and sail, and the rest of her furniture, victualing her and so on, the day wore away, the afternoon came and the hour of sunset approached. I should fail if I tried to express how secretly transported I was when shortly after five o'clock, after a long, silent, burning day, the ocean darkened to a breeze from the north-west, which came on a blow with so much briskness that all was life with it in the island, the trees twinkled a million diamonds upon their shadows, the flight of the birds was swift and joyful, the long hanging flowers swung like bells, discharging a delicious perfume as they swayed, the surf broke with a note of crackling salt that was as refreshing to the ear as a cold pure draught of water to the thirsty lip, and the leap of the catamaran seemed to fling a bigger and nimbler spray at its foot.

"There is five knots for me in this breeze," says Mr. Cotton, who stood with me in front of the house with his pipe in his mouth. "What time 'dye make it, think you?"

"I've hard upon six," said I, guessing by the shadows.

"I'll be off," says he. "This breeze has come on to blow a purpose and who would mock the prayers of the gods," he adds with a theatrical air and intonation that made me fancy he might have struts on the stage in his day. "Where's the mistress that I may bid her farewell?"

I called to Eulalie and she came.

"Mr. Cotton is going," said I. "We will walk to the creek, and see him start."

"There's nothing in sight, is there?" said Mr. Cotton, and he ran his eye diligently along the horizon. "Well," says he, "if this breeze holds it should give me a good start, and your island shall be thirty leagues astern before the morning, that is if your boat has sailing powers."

"We may forfeit this breeze by waiting," says I.

"Have I everything?" says he frowning in reflection. "Come then," and he sets off with his rolling, heaving walk, and we went with him thanking God for the easiest, quietest that could have been contrived. He had little to say as we marched down to the creek. The contemplation of his journey seemed to fill his mind. It was indeed a serious and dangerous undertaking. Yet it was giving liberty to this man who the day before had been set ashore on an island believed by his captain to be desolate, to perish either by beasts or hunger, and this I reminded him of as we stepped along, whereat, with a furious scowl, he answered,

"My liberty, indeed! and Captain Lister shall find out the use I mean to make of it."

When we came to the creek we stood to view the boat before Mr. Cotton entered her. The wind was singing in the trees above our heads, and the water in the creek sparkled friskily as though it was filled with little brilliant skipping fish. The sun was sinking, and the clouds that rolled up out of the north-east shone like silken crimson banners as they streamed.

"Mistress La Touche," says Mr. Cotton, lifting his hat, "I wish you farewell."

"I hope you will have a safe and swift voyage," she answered.

"You shall not be kept waiting if I can help it," he said with more softness in his manner than I could have deemed him capable of expressing, obstructed as his dramatic expressions were by his rascally features, his knitted thunder-charged brow and fiery eye that darted like the swallow's flight. "Good-bye, sister, says he, and he held out his hand.

I shook it, and wished him good luck, and then he sprang into the boat, and cast her adrift, and picking up an oar, got her into and stream in the way of the wind, and he hoisted his sail, and taking a turn with the sheet sat down to steer, and the little boat shot off at a merry pace, inasmuch that she demanded all his attention, and he turned his head once only to salute us as he was out of the creek and on the open sea.

I watched the going of that boat with something of heaviness of heart. Outside the heaving to of a ship off the island she had been our sole chance for liberating ourselves from our imprisonment. For if the boat was not to be trusted when Eulalie's life was concerned, who will suppose that the canoe, that might have been fifteen or twenty years old, was not to be thought of except as something to fish from. I caught my wife by the hand, and walked up the rising ground to hold the boat in sight.

"Aren't you happy to know he's gone?" said Eulalie.

"Yes," I answered. "The matter has been mercifully brought about. I was near springing upon him with your dagger last night, when I saw him at the chest. His going gives us a chance. He may return with a ship, or send one, and await in the island at which he arrives for his share in the adventure of deliverance."

We fell silent and stood to watch the boat. The sea lay vast where she was and stretched in a deep blue that thrilled with the wind, and soon the little ark looked no bigger than a paper boat that boys swing in a gutter.

"He starts well," said I, "and if this breeze holds he'll have made a fine run by the morning. I hope he may be right in heading as he does."

What was his reason in looking into the chest without stealing what he saw? asked Eulalie in her childish way.

"The instinct 'pravity proved too strong for him," I suppose. I answered. "He had observed that chest secretly, and was determined to learn its contents. He would steal nothing because he feared we should discover our loss before he left. He knows now there is a little treasure in the house in addition to the schooner's cargo, and doubtless he will tax me with possessing it, and swear that all along he knew that people in our situation would have money and valuables hidden somewhere, and to tell the truth, I'll be bound to see him off, for it must be one or the other since I had no mind to go through such another night as I had passed."

When I thought he had done breakfast I stepped to his musket, and asked if it was charged. He answered it was not.

"What shall we set about first?" said I.

"We'll carry the cork down before the sun grows fiery," he answered.

enjoyment of noble health, so that we might hope to be rescued ultimately with safety, which seemed impossible when I cast my eyes in the direction of the darkening ocean and thought of that lonely boat.

I put the bag of diamonds back in the chest, but knew not if any were missing as I had never counted them. The money was right. We supped and ate with light hearts for a pressing anxiety, a hovering, dark, dangerous cloud was gone. It was fragrant cool with the sweet rushing of the wind through the trees which spiced it and the flowers which filled it with odours, and after supper Eulalie and I sat in front of the house with the young moon shining brightly over the ridge-tree, and talked of the strangeness and suddenness of this thing that had happened. I mean the unexpected marooning of a man upon our island and his departure in search of help for us after, as it were, a few hours.

"I suppose," says I, "he has forfeited all his property aboard the 'Lady Hobart,' his clothes, any money he might have had, and so on, in which case he starts in life with nothing but what he has on. This moults is a sort of warrant for his return, or for his procuring help, with a view to sharing."

"I hope he never will come back," says Eulalie.

"Not in a ship with others? He'll not return alone, and with others the spirit of the assassin is not to be dreaded."

"I hardly know men's faces," said Eulalie. "I saw even few when I was with father and mother. I recollect the people at Lima, but dimly, and the red and yellow creatures on board out of canoes; but I cannot imagine that a more evil face is to be met with than Mr. Cotton's."

"Ay, a more complete copy of a scoundrel in face I don't think I shall ever be able to show you. Lill. Depend upon it if he was lieutenant, his office was black which caused them to march him. Black it was by his own report, but I should say by the look of the fiend that there was blood in his deed."

But he was gone, and there was an end of the trouble he had brought, and though I mourned the loss of my boat I was very grateful to have got rid of the fellow even at that sacrifice.

(To be concluded.)

## MEN OF WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.  
Aspern, cruiser, 2437 tons, 20 guns, 7300 h.p.  
Capt. Friedrich Grunzeberger, Shanghai  
Kaiserin Elisabeth, cruiser, 4,000 tons, 29 guns, 8000 h.p., Captain Mirti, Canton

FRENCH.  
Acheron, armoured gunboat, 1736 tons, 10 guns, 1700 h.p., Comdr. Leferrere, Saigon  
Alouette, gunboat, 360 tons, 7 guns, 400 h.p., Lieut. A. V. J. Saigon  
Argy, gunboat, 137 tons, 3 guns, 500 h.p., Lieut. Crespin, Canton  
Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Journe, Saigon  
Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong

Bengali, gunboat, 580 tons, 6 guns, 400 h.p., Tourane  
Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon  
Chateaufort, cruiser (flagship), 8018 tons, 18 guns, 17,000 h.p., Capt. V. Poidieu, Saigon  
Comete, gunboat, 525 tons, 4 guns, 438 h.p., Comdr. Lonet, Haiphong  
D'Assas, cruiser, 4000 tons, 31 guns, 9500 h.p., Saigon

Decidee, gunboat, 645 tons, 10 guns, 1,000 h.p., Comdr. L'etel, Shanghai  
Esteo, gunboat, 140 tons, 5 guns, 150 h.p., Capt. H. J. Saigon  
Frodo, destroyer, 330 tons, 7 guns, 303 h.p., Lieut. Jehonne, Shanghai  
Guyon, cruiser, 9376 tons, 36 guns, 20,200 h.p., Comdr. Gaudot, Amoy  
Henri Riviere, gunboat, 1 tons, 3 guns, 300 h.p., Capt. —, Haiphong

Javeline, destroyer, 307 tons, 7 guns, 300 h.p., Lieut. Comdr. Beaussant, Shanghai  
Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Gollor, Shanghai  
Montcalm, cruiser (Vice-Admiral's flagship), 9700 tons, 12 guns, 19,600 h.p., Capt. Cros, Amoy  
Oly, gunboat, 1 tons, 3 guns, 300 h.p., Capt. —, Yangtze

Pascal, cruiser, 4015 tons, 27 guns, 8500 h.p., Comdr. Cherrier, Shanghai  
Redoutable, cruiser, 9457 tons, 8 guns, 6071 h.p., Captain —, Saigon  
Styx, cruiser, 1736 tons, 10 guns, 1700 h.p., Capt. —, Saigon  
Sully, cruiser, 10,014 tons, 38 guns, 20,000 h.p., Captain Guiberteau, Amoy  
Surprise, gunboat, 9.9 tons, 3 guns, 900 h.p., Lieut. Holgur, Shanghai

Tekiang, gunboat, 1 tons, 3 guns, 300 h.p., Captain —, Yangtze  
Vauban, cruiser, 6150 tons, 23 guns, 4560 h.p., Captain Blouet, Saigon  
Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Carol, Canton

GERMAN.  
Busard, cruiser, 1857 tons, 15 guns, 2900 h.p., Comdr. Huss, —  
Fathaland, cruiser, 1 tons, 3 guns, 300 h.p., Captain von Baslow, Shanghai  
Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain von Tressow, Shanghai  
Geier, cruiser, 1776 tons, 15 guns, 2900 h.p., Comdr. von Stauditz, Shanghai

Hansa, cruiser, 6230 tons, 34 guns, 10,000 h.p., Captain Schneider, Tsingtau  
Hortia, cruiser, 6500 tons, 37 guns, 10,000 h.p., Capt. Baron Schimmelmann, Tsingtau  
Hils, gunboat, 1000 tons, 10 guns, 1300 h.p., Comdr. Baron von M. Ullessem, Canton  
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Comdr. Wilbrandt, Shanghai  
Luchs, gunboat, 850 tons, 10 guns, 1344 h.p., Comdr. Kroecke, Shanghai

Move, gunboat, 1000 tons, 8 guns, 875 h.p., Comdr. von Grumbkow, Manila  
Seedler, cruiser, 1640 tons, 15 guns, 2590 h.p., Comdr. Persius, Tsingtau  
Theis, cruiser, 2600 tons, 24 guns, 8000 h.p., Captain Vot, Shanghai  
Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Comdr. Dehling, Amoy  
Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Comdr. Giesler, Canton

Vorwarts, gunboat, 1 tons, 3 guns, 500 h.p., Lieut. Scharf, Shanghai  
ITALIAN.  
Ella, cruiser, 2100 tons, 10 guns, 7471 h.p., Captain Borea Ricci, Haiphong  
Marco Polo, cruiser, 3600 tons, 15 guns, 10,000 h.p., Captain Presbitero, Shanghai  
Puglia, cruiser, 2438 tons, 29 guns, 7000 h.p., Captain Fesotti, Chemulpo

PORTUGUESE.  
Adamaster, cruiser, 1950 tons, 14 guns, 4400 h.p., Captain d'Antas Ribeiro, Shanghai  
Diu, gunboat, 720 tons, 6 guns, 700 h.p., Capt. Coutinho, Macao  
Vasco de Gama, cruiser, 3020 tons, 20 guns, 6700 h.p., Capt. Manuel Vasco de Carvalho, Shanghai

RUSSIAN.  
Amour, cruiser, 2610 tons, 5 guns, 4700 h.p., Comdr. Gramatobikoff, Port Arthur  
Askold, cruiser, 6000 tons, 27 guns, 24,000 h.p., Captain Reitzschtein, Shanghai

Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p., Captain —, Port Arthur  
Boyrin, cruiser, 3200 tons, 19 guns, 18,000 h.p., Commander Sartcheff, Port Arthur  
Dianna, cruiser, 6731 tons, 6 guns, 8000 h.p., Captain —, Saigon

Dijit, gunboat, 1455 tons, 3 guns, 1700 h.p., Captain Nasarowsky, Port Arthur  
Gaidamak, gunboat, 500 tons, 9 guns, 3500 h.p., Commander Yorieff, Port Arthur  
Gromostoy, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Zagarsky, —  
Gromobol, cruiser, 12,364 tons, 44 guns, 14,509 h.p., Captain Jensen, Vladivostok  
Guilak, gunboat, 1030 tons, 6 guns, 1000 h.p., Commander Samoff, —

Mandjour, gunboat, 1224 tons, 7 guns, 1400 h.p., Commander Crown, Shanghai  
Olzajny, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Vasilieff, Port Arthur  
Pallada, cruiser, 6630 tons, 34 guns, 11,610 h.p., Captain Kosowitch, Port Arthur  
Peresviet, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Koroleff, Port Arthur

Pobeda, battleship, 12,674 tons, 60 guns, 14,500 h.p., Captain Zatzarsky, Port Arthur  
Poltava, battleship, 10,960 tons, 50 guns, 10,900 h.p., Captain Osseroff, Port Arthur  
Rasbokin, cruiser, (training ship), 1334 tons, 10 guns, 1786 h.p., Commander Liven, Port Arthur

Retzivan, battleship, 12,903 tons, 62 guns, 16,000 h.p., Captain —, Port Arthur  
Ross, armoured cruiser, 12,200 tons, 68 guns, 17,000 h.p., Captain Sopolrennoff, Vladivostok  
Sevastopol, battleship, 10,960 tons, 50 guns, 10,900 h.p., Captain Serobrennikoff, Port Arthur

Siwouche, gunboat, 950 tons, 2 guns, 1125 h.p., Lieut. Comdr. Ivanoff, Port Arthur  
Tsesarevitch, battleship, 13,110 tons, 68 guns, 16,300 h.p., Capt. N. Dabitch, Port Arthur  
Zabiyak, cruiser, 1239 tons, 15 guns, 1194 h.p., Commander Abram, Port Arthur

UNITED STATES.  
Albany, cruiser, 376 tons, 28 guns, 7500 h.p., Captain Dyer, Cavite  
Annapolis, gunboat, 1009 tons, 12 guns, 1227 h.p., Captain Rohrer, Shanghai  
Bainbridge, t.b.d., 420 tons, 7 guns, 800 h.p., Lieut. G. Williams, Shanghai

Barry, t.b.d., 420 tons, 7 guns, 8000 h.p., Lieut. Irwin, Shanghai  
Callao, gunboat, 208 tons, 10 guns, 600 h.p., Lieut. Disnaker, Canton  
Chauncey, t.b.d., 420 tons, 7 guns, 8000 h.p., Lieut. E. P. Jessop, Shanghai

Cincinnati, cruiser, 3213 tons, 19 guns, 7500 h.p., Captain G. B. Harber, —  
Dale, t.b.d., 420 tons, 7 guns, 8000 h.p., Lieut. H. E. Arnold, Shanghai  
Decatur, t.b.d., 420 tons, 7 guns, 8060 h.p., Lieut. A. W. Knox, Shanghai  
Eleanore, gunboat, 560 tons, 10 guns, 600 h.p., Lieut. Comdr. J. Hood, Shanghai

Helena, gunboat, 1382 tons, 8 guns, 1988 h.p., Commander P. F. Sawyer, Canton  
Monadnock, monitor, 3990 tons, 6 guns, 3000 h.p., Captain Mohan, Shanghai  
Montgomery, monitor, 4084 tons, 4 guns, 5244 h.p., Commander J. B. Miller, Cavite  
New Orleans, cruiser, 3437 tons, 20 guns, 7500 h.p., Commander —, Shanghai

Oregon, cruiser, 10,288 tons, 45 guns, 11,111 h.p., Captain Burwell, Shanghai  
Pampano, gunboat, 201 tons, 3 guns, 250 h.p., Ensign J. E. Bass, Cavite  
Paragona, gunboat, 201 tons, 3 guns, 250 h.p., Captain Bennett, Cavite  
Rainbow, cruiser, 4000 tons, 14 guns, — h.p., Captain J. B. Collins, Manila

Raleigh, cruiser, 3213 tons, 18 guns, 7500 h.p., Commander Marshall, Chemulpo  
San Francisco, cruiser, 4098 tons, 27 guns, 9913 h.p., Captain Very, Manila  
Vicksburg, cruiser, 1000 tons, 13 guns, 1118 h.p., Commander Marshall, Shanghai  
Villalobos, gunboat, 347 tons, 3 guns, 500 h.p., Lieut. M. A. Wiley, Shanghai

Wilmington, gunboat, 1387 tons, 8 guns, 1804 h.p., Commander A. W. Dodd, Manila  
Wisconsin, battleship, 12,000 tons, 50 guns, 12,609 h.p., Captain Cloran, Shanghai  
HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1700 tons, 10 guns, 3000 h.p., Com. R. M. Harbord, Hongkong  
Albion battleship, 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei

Algerine, sloop, 1050 tons, 6 guns, 1100 h.p., Comdr. Rowland Nugent, Hekring Sea  
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei

Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommalley, Weihaiwei  
Astraea, 2nd class cruiser, 4360 tons, 10 guns, 7,0



